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American Public Transit

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CONTENTS

I. **OVERVIEW OF TRANSIT FACTS AND ISSUES**

Transit Defined 10
Types of Transit Service 10
Number of Transit Systems 10
Vehicles 11
Employees 11
Riders 11
Revenues 12
Effects of Fare Increases on Ridership 13
Transit vs. Automobile Costs 13
Expenses 14
Governmental Financial Assistance 16
Benefits of Transit 16
Transit Price Index 22
Transit Productivity and Efficiency 24

II. **PROFILE OF U.S. TRANSIT**

Transit Modal Statistics at a Glance 26
Number of Transit Service Providers by state 29
Transit Systems Classified by Vehicle Type and Population Group 32
Public Transit as a Portion of All Transit 33
Major High Occupancy Vehicle (HOV) Facilities 34
Milestones in U.S. Transit History 36

III. **FINANCE**

Transit Financial Statement for 1992 and 1991 91
Transit Operating Revenue and Expense in 1992 92
Transit Operating Expense for 1992 Classified by Function and Object Class 45
Trend of Transit Expenses by Function Class 46
Trend of Transit Operating Expenses by Object Class 47
Trend of Transit Operating Expenses by Mode 48
Operating Expense by Transit System Vehicle Mode and Population of Area Served 49
Trend of Transit Revenues 51
Trend of Transit Operating Revenue 52
Source of Revenue by Transit System Vehicle Mode and Population of Area Served 53

Trend of Transit Passenger Revenue by Mode 55
Trend of Transit Fares 56
United States Government Appropriations for Transit, Fiscal Years 1986-1993 57
United States Government Operating Grant Approvals for Mass Transportation 58
United States Government Capital Grant Approvals for Mass Transportation by Use 59
United States Government Capital Grant Approvals for Mass Transportation by Program 60
Transit Capital Needs, 1992-1997 61
Trend of Transit Capital Revenues 62

IV. RIDERSHIP AND TRANSIT USAGE

Trend of Transit Passenger Trips 64
Trend of Motor Bus Passenger Trips Classified by Population Groups 65
Major Trends of Transit Ridership 66
Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1992 67
System Total 67
Commuter Rail 71
Ferry Boat 72
Heavy Rail 69
Light Rail 70
Motor Bus 68
Trolleybus 72
Other Rail Modes 73
Profiles of Transit Riders 74
Means of Transportation to Work 76
U.S. Cities with Highest Percentage of Workers Using Public Transportation, 1990 77
Trend of Passenger Miles 78
Trend of Vehicle Miles Operated 79
Trend of Vehicle Hours Operated 80

V. VEHICLES AND EQUIPMENT

Transit Passenger Vehicles 82
New Transit Passenger Vehicles Delivered 83
New Motor Buses Delivered by Length 84
Characteristics of the Transit Fleet 85

Motor Buses and Vans by Manufacturer 88
Motor Buses and Vans by Year Built 90
Trolleybuses by Year Built 91
Heavy Rail Cars by Year Built 92
Light Rail Cars by Year Built 93
Commuter Rail Cars by Year Built 94

VI. **EMPLOYMENT**
Trend of Transit Employment, Compensation, & Labor Costs 96
Trend of Transit Employees by Job Category 97
Trend of Transit Operating Employees by Mode 98

VII. **ENERGY AND ENVIRONMENT**
Trend of Fossil Fuel Consumption by Transit Passenger Vehicles 100
Trend of Electric Power Consumption by Transit Passenger Vehicles 101
Energy Efficiency of Transit 102
Transportation Energy Use by Mode, 1990 103
Pollution Reduction Resulting From Transit Use 104

VIII. **THE FEDERAL TRANSIT ACT**
History and Provisions of the Federal Transit Act 106

IX. **CANADIAN STATISTICS**
Canadian Transit: Summary Statistics 112
Canadian Transit: Passenger Vehicles Owned and Leased 113
Canadian Transit: New Passenger Vehicle Purchases 114
Canadian Transit: Fares 115
Canadian Transit: Employees 116

X. **GLOSSARY AND INDEX**
General Definitions 118
Mode and Vehicle Definitions 118
Expense Definitions 122
Revenue Definitions 124
Ridership and Employment Definitions 125
Index 127

Transit Fact Book

TECHNICAL NOTES

The American Public Transit Association (APTA) and its predecessor has published the **Transit Fact Book** since 1942. APTA obtains data from member transit systems in the United States and uses these figures to estimate trends for all United States transit systems. The **Transit Fact Book** also contains data for Canadian transit systems provided by the Canadian Urban Transit Association (CUTA).

This book includes aggregate information for all transit systems in the United States. Non-transit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks, airports, and international, rural, rural interstate, island, and urban park ferries) are excluded from all tables.

Except as noted, prior-to-1984 data exclude commuter railroad, automated guideway, urban ferry boat, and demand response, as well as most transit systems outside of urbanized areas. Data for these systems were not available prior to that date; accordingly, all data tables are non-continuous between 1983 and 1984.

Federal government funding data are based on reports prepared by the United States Department of Transportation.

Data reported in the section on Canadian Statistics are taken from **Urban Transit Facts in Canada** published by the Canadian Urban Transit Association. The data are for all regular transit service provided by CUTA transit system members. This section is the only place where Canadian data appear.

Prior to 1984, data are based on information voluntarily provided by APTA member transit systems. All data are expanded by standard statistical methods to provide estimates of statistical trends for all transit systems.

Beginning in 1984, data are also based on the annual Section 15 report published by the Federal Transit Administration (FTA). This document is the annual summary of reports submitted to FTA to comply with requirements of the Federal Transit Act.

Beginning in 1984, motor bus and demand response data are calculated based on 1980 U.S. Census Bureau urbanized area population categories to allow for variances in data by size of area. Beginning in 1990, urbanized areas designated by the 1990 census are used.

Beginning in 1984, only active vehicles are counted in vehicle tables to conform with data reported to FTA.

The initial adoption of the Section 15 requirements effective in 1979 resulted in several alterations to previous transit recordkeeping practices. Passenger data are collected for Section 15 by a sample survey technique not normally used by transit systems prior to Section 15 implementation. This has resulted in a break in the continuity of APTA Passenger Trip data between 1980 and earlier years. Passenger Trip data reported are Total Passenger Rides before 1980 and Unlinked Transit Passenger Trips beginning in 1980.

Salaries and Wages data prior to 1977 include employee compensation in the form of paid sick leave, paid vacation time, and paid holidays. Beginning in 1977 these compensation types are included in Fringe Benefit costs. Prior to 1980, the Number of Employees is the average number of persons during the year. Beginning in 1980, the Number of Employees is based on the concept of Employee Equivalents where each Employee Equivalent is equal to 2,080 labor hours.

Because of the time required for transit systems to compile and report the large amount of data for this book, data for the last two calendar years reported are preliminary and will be refined when additional data become available. Changes in data reported for prior years, evident when comparing this book to previous editions, were made from subsequent availability of additional or updated data.

APTA is the recognized source for statistical data and information about transit in the United States. It is an international organization of transit systems and related organizations in the United States, Canada, and other countries. APTA members serve the public interest by providing safe, efficient, and economical transit services, and by improving those services to meet national energy, environmental, and financial concerns. Over ninety percent of persons using urban public transit in the United States are carried by APTA members.

APTA members total over 1,000 and include motor bus and

rapid transit systems, organizations responsible for planning, designing, constructing, financing, and operating transit systems, business organizations which supply products and services to transit, academic institutions, and state associations and departments of transportation.

Formed on a cooperative, nonprofit basis, APTA's objectives are:

- to represent the public interest in improving transit for all persons;
- to represent the interests, common policies, requirements, and purposes of the operators of public transit;
- to provide a medium for exchange of experiences, discussion, and comparative study of public transit affairs;
- to promote research and investigation to the end of improving public transit;
- to aid members in dealing with special issues;
- to encourage cooperation among its members, their employees, and the general public;
- to encourage compliance with the letter and spirit of equal opportunity principles;
- to collect, compile, and make available to members data and information relative to public transit;
- to assist in the training, education, and professional development of all persons involved in public transit; and,
- to engage in any other activities which will serve the members and promote public transit.

APTA is organized to function on behalf of all of transit's diversified interests. It is governed by a Board of Directors with voting control and authority vested in transit policy board members, transit operating officials, and associate members who are elected by the membership.

SECTION I

Overview of Transit Facts and Issues

OVERVIEW OF TRANSIT FACTS AND ISSUES

1. TRANSIT DEFINED

Transit includes all multiple-occupancy-vehicle passenger services of a local and regional nature provided for general public use such as:

public bus, rail, and water services;
private bus, rail, and water services;
AMTRAK and Greyhound service under contract to a transit system;
vanpools operated by or under contract to a transit system;
taxi services under contract to a transit system; and,
non-profit agency transportation for the aged, disabled, disadvantaged.

2. TYPES OF TRANSIT SERVICE

Different types of transit service are called modes, which are defined on page 118. All operate on a specific route except demand response.
Road modes include motorbus, trolleybus, vanpool, jitney, and demand response.

Rail modes include heavy rail, light rail, commuter rail, automated guideway, inclined plane, cable car, and aerial tramway.

Water modes include ferryboat.

3. NUMBER OF TRANSIT SYSTEMS

There are over 5,000 transit systems in the U.S. About 2,700 operate motorbus service, 3,900 operate demand response service, and 100 operate other modes. About 1,500 operate more than one mode. Almost two-thirds are non-profit elderly and disabled service providers. The number of providers actually operating transit service is several thousand higher since many systems have several contractors: one system in the Chicago area has over 80.

4. VEHICLES

Transit fleets contain about 100,000 active vehicles. About 62,000 motorbuses, 19,500 demand response vehicles, 10,000 heavy rail cars, and 4,500 commuter rail cars comprise the bulk.

5. EMPLOYEES

It takes over 266,000 employees to operate, maintain, and administer transit service. About 163,000 of those are employed in motorbus service, 47,000 in heavy rail, 27,000 in demand response, 21,000 in commuter rail, and the balance in other modes. Of the total, operators and conductors on board the vehicles comprise 49%, maintenance personnel 28%, and all others 23%.

In addition, there are 9,000 capital employees. Perhaps 10,000 to 20,000 other persons are employed by manufacturers of transit equipment, consultants, engineering firms, local governments, and other transit-related businesses.

6. RIDERS

About 8.5 billion trips were taken on transit in 1992. Of these, 5.5 billion were motorbus trips, about 2.8 billion were on the various rail modes, and the remainder on other road and water modes. An estimated 6.8 million people use transit each weekday. Fifty-four percent of transit trips are worktrips, 52 percent of riders are women, 45 percent are white, 31 percent are black, 18 percent are Hispanic, 6 percent are Asian or Native American, and 1.5 percent are disabled, according to an APTA report (*Americans in Transit: A Profile of U.S. Transit Passengers*, October 1992).

Transit serves two markets:

People in the transit-dependent market have no personal transportation, no access to such transportation, or are unable to drive. Included are those with low incomes, the disabled, elderly, children, families whose travel needs cannot be met with only one car, and

those who opt not to own personal transportation. In 1988, the U.S. Energy Department estimated that 13% of the 91.6 million U.S. households did not own a car, truck, van, motorcycle, or motor scooter, and that another 34% owned only one vehicle.

People in the transit-choice market are workers, environmentalists, travelers, and people on recreational, social, medical, or other journeys who do not have to use transit, but do so for reasons of speed, comfort, convenience, traffic avoidance, or environmental principle.

7. REVENUES

About 75% of transit operating revenues come from the area in which the service is provided: 38% comes from the passengers, 28% from local governments, and 5% from non-government sources. State and federal governments contribute 23% and 6%, respectively.

The mean adult base fare in 1992 was 86 cents, but most passengers pay $1.00 or more when zone and other charges are included.

Governmental aid comes in two forms: general appropriations taken from all revenues received, and revenue specifically dedicated to transit by law such as a one-half cent sales tax or a one cent gas tax.

Capital revenue is used to fund transit infrastructure. Federal law provides for federal funding to be a maximum of 80% of the project cost, with the remainder to be provided by state and local governments. However, some projects are entirely funded at the local or state level, and many areas provide more than the minimum requirement. Thus, only about 50% of transit capital revenue comes from the federal government.

8. EFFECTS OF FARE INCREASES ON RIDERSHIP

There is a direct relationship between transit fares and ridership. An APTA study, "Effects of Fare Changes on Bus Ridershp" (May 1991), found that on the average, a 10% increase in bus fares would result in a 4% decrease in ridership (elasticity = -0.40). This shows that today's transit users react more strongly to fare changes than previously believed.

The study also found that bus riders in small cities are more responsive to fare increases than those in large cities, and peak-hour commuters are much less responsive to fare changes than other passengers.

9. TRANSIT VS. AUTOMOBILE COSTS

For many persons, transit is much more economical than driving to work alone, especially those commuting to central business districts, as illustrated by the following examples for a ten-mile trip*:

	Daily Cost (Dollars)
Walking to transit stop and taking transit	
Fares	$ 2.00

**Examples are based on American Automobile Association 1990 gasoline and oil cost estimates of $0.054/mile and maintenance and tire costs of $0.03/mile. APTA estimates central business district parking costs to be $5.00/day and the average transit commuting fare to be $2.00 per day. (Purchase of a monthly pass could reduce the $2.00 by 10% to 30% or more.) In many large cities, bridge, tunnel, and/or highway tolls could add $2.00 to $6.00 per day.*

These amounts do not include the fixed cost to own an intermediate-size automobile that AAA estimates at $3,256 per year or $8.92 per day. This includes insurance, license and registration, depreciation, and finance charges.

Also excluded from the costs listed above are costs to build, maintain, and operate highways, parking facilities, and transit systems. These costs are mostly paid by all citizens through taxes and are not directly related to use of an automobile or transit.

Driving alone	
Gasoline & oil	$ 1.08
Maintenance & tires	0.60
Parking	5.00
Total	6.68

Driving 3 miles to a park-and-ride lot and using transit for the remainder of the trip	
Fares	$ 2.00
Gasoline & oil	0.32
Maintenance & tires	0.18
Total	2.50

10. EXPENSES

Operating expense in 1992 was about $16.6 billion. Motorbus accounted for $9.9 billion, heavy rail for $3.3 billion, light rail for $0.3 billion, commuter rail for $2.0 billion, trolleybus for $0.1 billion, demand response for $0.7 billion and the remaining modes for $0.2 billion.

The largest types of expenses were salaries and wages (47%), fringe benefits (26%), purchased transportation (9%), and fuel and supplies (9%). Services, utilities, insurance, and other costs made up the remaining 9%.

About 45% of expenses are devoted to scheduling and operation of revenue vehicles, 19% to their maintenance, 10% to facilities maintenance, 9% to purchased transportation, and 17% to administration.

Capital expenses are monies paid for transit infrastructure (facilities, vehicles, and major equipment). In 1992, 36% of federal funds went for bus facilities, vehicles, and equipment, 44% for modernization of existing rail systems, and 19% for new rail systems.

TABLE 1

Source of Transit Operating Revenues, 1980 and 1992

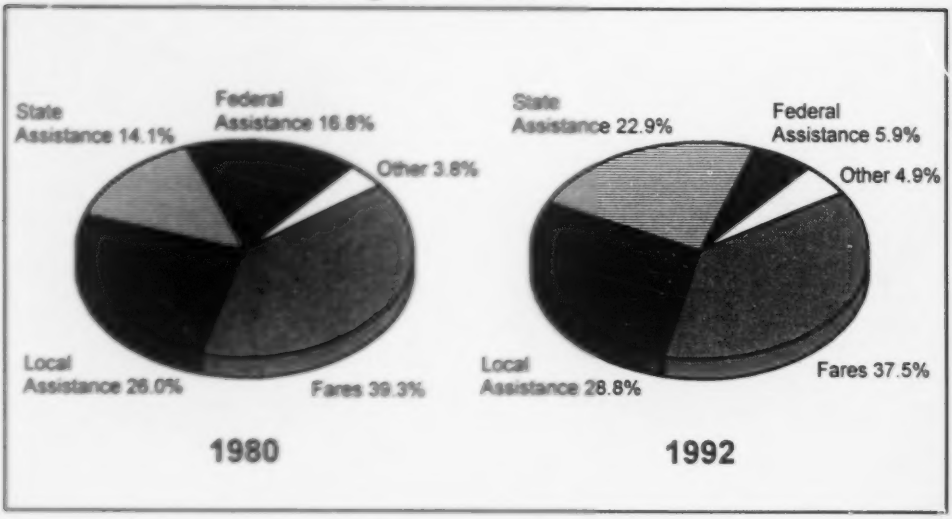
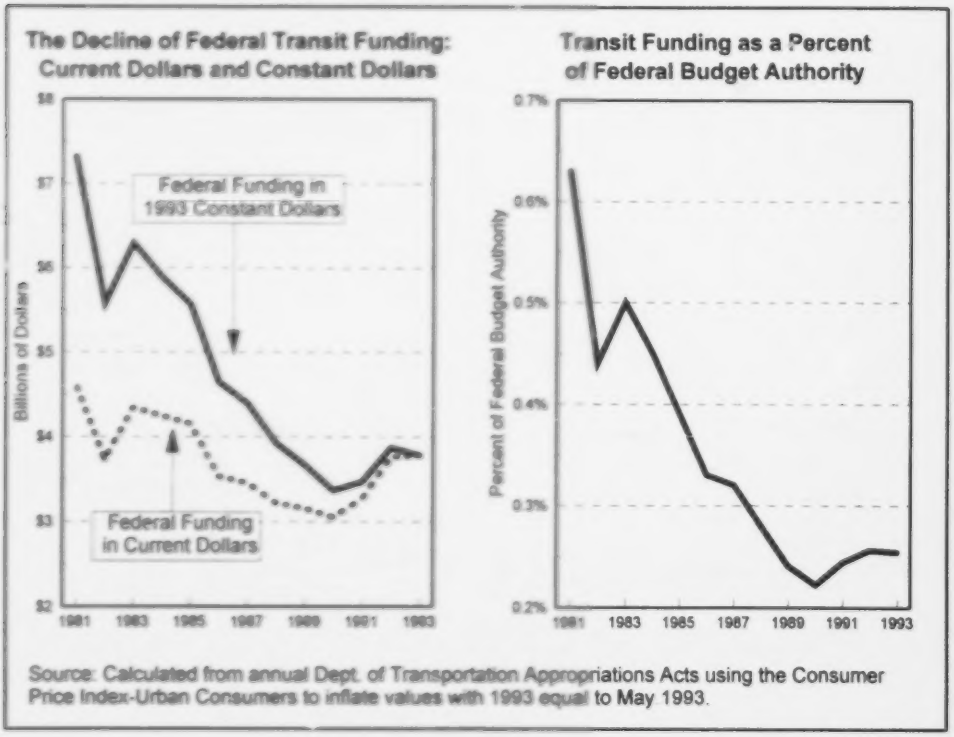


TABLE 2

Real Value of Federal Transit Assistance, 1981-1993



Source: Calculated from annual Dept. of Transportation Appropriations Acts using the Consumer Price Index-Urban Consumers to inflate values with 1993 equal to May 1993.

11. GOVERNMENTAL FINANCIAL ASSISTANCE

Transit, like all public services and many private segments of the U.S. economy, receives governmental financial assistance. While transit assistance is explicitly identified in government budgets and appropriations, governmental assistance to many other segments, such as automobile owners, is largely indirect and not identified as such. Examples are the large tax write-offs that may total several thousand dollars a year for employer-provided or paid free parking and the hidden costs of highways (parking lots and garages, maintenance, police, insurance, licensing, etc.) that are paid by virtually all taxpayers rather than just the users of the highways.

Part of the governmental assistance to transit is required to cover a government-induced gap between expenses and revenues. Numerous federal regulations and court decisions require the provision of services for the aged and disabled. Most of these are operated as expensive demand response service and wheelchair-accessible buses and rail vehicles. Regardless of these requirements, the regulations require reduced fares for the aged and disabled during off-peak periods.

Additional regulations regarding low-polluting bus engines, safety features, etc. also lead to more expensive vehicles and operating practices. Large transit systems also require extensive security forces because of the huge numbers of people that patronize them.

Another reason for public assistance is that transit is considered a necessary public service. Transit systems must operate non-profitable routes, sometimes even during late-night hours.

12. BENEFITS OF TRANSIT

Transit use has many benefits to society:

1. Reduced energy consumption

Public transit's energy efficiency and conservation potential are considerable:

Based on U.S. Department of Energy data, APTA estimates fuel efficiency of transit compared to the average commuter auto:

1 bus with 7 passengers equals 1 auto.
1 full bus equals 6 autos.
1 full rail car equals 15 autos.

Annual gasoline savings possible from transit use are:

200 gallons for each person switching from driving alone;
85 million gallons for a 10% increase in transit ridership in the five largest U.S. cities; and,
135 million gallons for a 10% nationwide increase in transit ridership.

In 1989, 21% of this country's energy and 49% of its petroleum consumption was by motor vehicles, according to the U.S. Departments of Energy and Transportation. However, transit vehicles are more efficient than automobiles when passenger miles are considered. The Energy Department estimated the following 1989 energy consumption rates:

	BTU/Passenger Mile
Automobile	4,063
Transit bus	3,711
Transit rail	3,397
Commuter rail	3,102

A BTU (British Thermal Unit) is a measure of energy consumption regardless of whether it is fossil-fuel, nuclear, electric, water power, or some other type. Passenger miles are the number of passengers times the miles they travel.

2. Rational development

One only has to look at the development patterns of a metropolitan area from the air to see the relationship between development and transit. Office buildings, residential complexes or buildings, hospitals, universities, shopping areas, and large manufacturing plants all generate large amounts of traffic. High-capacity vehicle access (i.e., transit) is the only way such areas can avoid gridlock due to the limited capacity of streets, highways, and parking facilities. In the most highly developed areas such as New York City and Chicago, 75% or more of all people arrive on transit: street and parking capacity cannot handle more than a small fraction of the vehicles that would be needed to convey the numbers of people involved.

3. Mobility

The ability to travel freely is one of the hallmarks of a free society. Yet millions of people have restricted mobility because they do not own a motor vehicle, cannot afford to drive, or are physically unable to drive. Transit is the only means of mobility for most of these people--to jobs, medical services, recreation, and shopping.

4. Greater retail sales

Numerous estimates have been made around the country that retail sales--especially in central business districts--are enhanced by the presence of good transit service. There are several reasons:

a. A high proportion of commuters in large cities use transit to shop near work, before or after work, or during their lunch hours.

b. The transit-dependent shop in locations they can get to by transit.

c. Many department stores, urban malls, and commercial areas are located in congested areas adjacent to rail stations, bus terminals, and transit routes.

An APTA study, "National Impacts of Transit Capital and Operating Expenditures on Business Revenues," estimates that a dollar invested

in transit would result in a $3 to $3.50 increase in business revenues nationwide.

5. Less traffic congestion

One full 40-foot bus is equivalent to a line of moving automobiles stretching*:

6 city blocks (if traffic operates at 25 mph)
4.5 blocks (if traffic operates at 15 mph)

One full six-car heavy rail train is equivalent to a line of moving automobiles stretching*:

95 city blocks (if traffic operates at 25 mph)
68 blocks (if traffic operates at 15 mph)

6. Creation of jobs

In addition to the 282,000 or so people directly employed by transit, hundreds of thousands of others are dependent on transit for their livelihood. These include engineering and construction workers planning and building transit facilities, transit consultants,

---

**A full 40-foot bus holds about 70 people including standees. At the estimated national average of 1.2 persons per automobile, one bus is equivalent to 58 automobiles.*

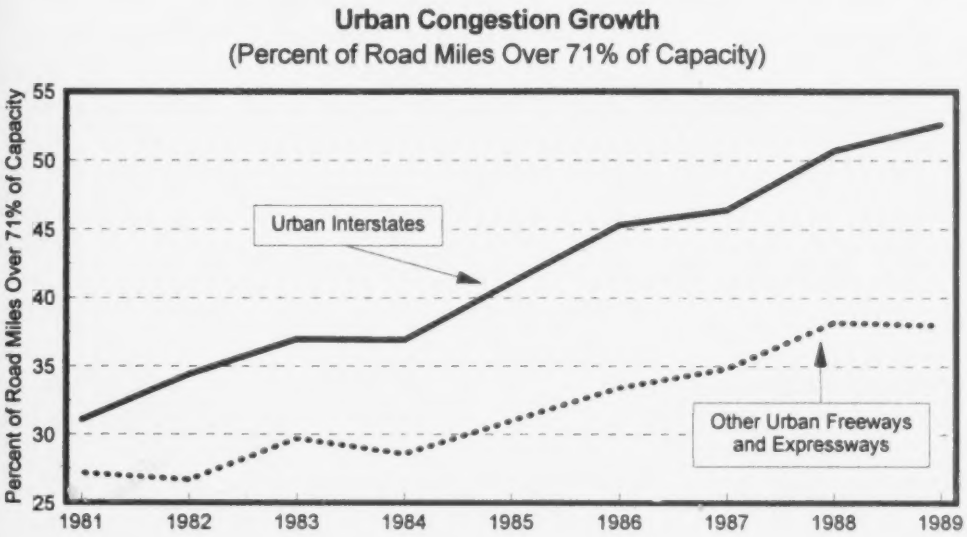
A full heavy rail car accomodates about 180 people including standees; a train of six cars carries 1,080 people, thus replacing 900 automobiles.

There are normally ten city blocks per mile. Average automobile length is estimated at 16 feet, and a one-car-length-per-each-ten-mile-per-hour following length is assumed.

It is estimated that 2,400 direct and 5,800 total jobs are created by each $100 million transit capital investment. Operating expenditures of $100 million would generate 3,100 direct and 7,300 total jobs.

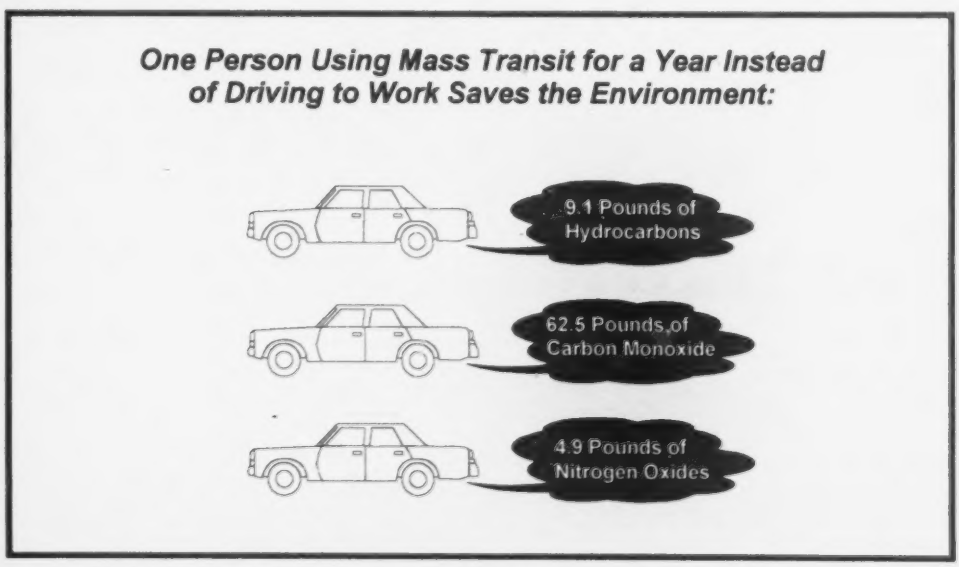
TABLE 3

Congestion and Adverse Environmental Impact of Automobiles



Source: APTA, *Issue Paper*, June 1991 (from FHWA data).

TABLE 4


One Person Using Mass Transit for a Year Instead of Driving to Work Saves the Environment:
9.1 Pounds of Hydrocarbons
62.5 Pounds of Carbon Monoxide
4.9 Pounds of Nitrogen Oxides

Source: APTA, *Mass Transit - The Clean Air Alternative*, 1991.

manufacturers of transit vehicles, equipment and parts, retail employees serving transit passengers, and employees in all sectors of the U.S. economy indirectly supporting transit activities.

7. Mobility during crises

During snow and ice storms, transit patronage often rises as numerous people avoid driving under such conditions.

After the 1989 San Francisco earthquake the entire city was paralyzed, but the BART rail system resumed operations after just a few hours to check for damage. Service was expanded to 24-hours-per-day since the bridge connecting San Francisco and Oakland was closed for several weeks.

8. Less air pollution

Transit vehicles contribute far less pollution to the atmosphere than automobiles. The following is derived from U.S. Department of Energy data.

Pollution by Mode of Travel

For typical work trips based on national average vehicle occupancy rates, pollutant emissions in grams per passenger mile are:

Mode	Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
Electric Rail	0.01	0.02	0.47
Motorbus	0.20	3.05	1.54
Vanpool	0.36	2.42	0.38
Carpool	0.70	5.02	0.69
Single-person Auto	2.09	15.06	2.06

Reduction in pollution when riding transit instead of driving

Mode	Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
Electric Rail	99%	99%	60%
Motorbus	90%	75%	10-15%
Vanpool	80%	80%	80%

9. Safety

Transit is one of the safest methods of passenger travel, according to the National Safety Council. The 1989-1991 average death rates in terms of 100 million passenger miles are as follows:

	Death Rate
Automobiles	1.05
Intercity & commuter railroads	0.05
Airlines	0.02
Intercity buses	0.01
School buses	0.02
Transit buses	0.01
Heavy & light rail vehicles	Not reported

10. Increased Productivity

Investment in transit is estimated to improve worker output of about $520 billion over the next 10 years, assuming an investment of $100 billion. The better facilities and services provided by the investment result in more efficient movement of people and goods which saves time, reduces costs and increases productivity. This finding is from "Transportation Spending and Economic Growth," a 1991 study by Professor David A. Aschauer.

13. TRANSIT PRICE INDEX

Traditionally, analysts use the Consumer Price Index (CPI) or the GNP Deflator to adjust for monetary inflation when estimating changes in the ***real*** cost of providing transit services. Using these

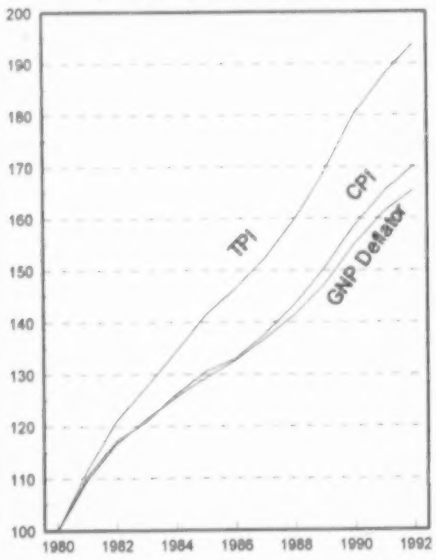
very general inflation measures is misleading, since transit systems do not buy the same items that consumers or national businesses do. The Transit Price Index (TPI) has been created to properly account for the changing costs of items purchased by the transit industry, which typically include construction materials, industrial supplies, labor services, insurance, and other services.

From 1980 to 1992, transit inflation, measured by the TPI, increased 93.9 percent, compared to 70.3 percent for the CPI and 65.6 percent for the GNP Deflator. The costs of transit items grew 34 percent faster than the costs of consumer goods during this period.

TABLE 5

TPI, CPI and GNP Deflator, 1980-1992

Converted to Index Values, 1980 = 100



	TPI (1990=100)	CPI (1982-84=100)	GNP Deflator (1982=100)
1980	55.5	82.4	85.7
1981	61.9	90.9	94.0
1982	67.1	96.5	100.0
1983	70.8	99.6	103.9
1984	74.7	103.9	107.7
1985	78.5	107.6	110.9
1986	81.4	109.6	113.8
1987	84.6	113.6	117.4
1988	88.7	118.3	121.3
1989	93.9	124.0	126.3
1990	100.0	130.7	132.9
1991	104.2	136.2	138.3
1992	107.6	140.2	141.9*

*Estimated

14. TRANSIT PRODUCTIVITY AND EFFICIENCY

There are several means to gauge transit productivity and efficiency. The most common indicators of productivity include various measures of output per worker, and the most common measures of efficiency include the real operating expense per unit of transit service. Using the TPI to adjust for transit inflation, these measures indicate that in the latest five-year period for which final data are available, both transit productivity and efficiency have improved significantly.

Change in Transit Productivity and Operational Efficiency, 1985-90

	1985	1990	'85-90*
Productivity:			
Vehicle Miles/Employee	10,355	11,881	14.9%
Vehicle Hours/Employee	730	834	14.2%
Passenger Trips/Employee	31,983	32,250	0.8%
Passenger Miles/Employee	146,585	150,691	2.8%
Efficiency:			
Real Operating Expense/Vehicle Hour	$79.99	$69.20	-13.5%
Real Operating Expense/Vehicle Mile	5.65	4.86	-14.0%
Real Operating Expense/Passenger Trip	1.83	1.79	-2.2%
Real Operating Expense/Passenger Mile	0.40	0.38	-5.0%

Note: *Real Operating Expense values are computed using the TPI.*

** Positive growth in transit output per employee indicates improved productivity. Negative growth in expense per unit of output indicates improved efficiency.*

SECTION II

Profile of U.S. Transit

TABLE 6

Transit Modal Statistics at a Glance

MODE	NUMBER OF SYSTEMS(a)		ACTIVE VEHICLES		OPERATING EMPLOYEES	
	1992	1991	1992	1991	1992	1991
Motor Bus	2,691	2,689	61,959	60,377	162,509	163,555
Urbanized Area Fixed-Route	1,174	1,172	55,102	53,642	148,665	149,247
Other Fixed-Route	1,517	1,517	6,857	6,735	13,844	14,308
Demand Response	3,894	3,894	19,566	17,879	26,940	24,196
Vanpool	32	28	1,868	1,336	148	88
Heavy Rail	13	13	10,245	10,331	47,075	47,423
Light Rail	19	18	1,058	1,095	3,742	4,175
Trolleybus	5	5	907	752	1,686	1,826
Commuter Rail	14	14	4,413	4,370	20,888	21,083
Ferry Boat (b)	26	27	98	99	2,574	2,567
Cable Car	1	1	44	44	268	268
Inclined Plane	4	4	10	10	35	30
Aerial Tramway	1	1	2	2	20	20
Automated Guideway	7	7	104	104	607	626
Total	5,086	5,084	100,274	96,399	266,492	265,857

All data are preliminary.
(a) Total is not sum of all modes since many systems operate more than one mode.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 6 (continued)

Transit Modal Statistics at a Glance

MODE	VEHICLE MILES OPERATED (MILLIONS)		UNLINKED PASSENGER TRIPS (MILLIONS)		PASSENGER MILES (MILLIONS)	
	1992	1991	1992	1991	1992	1991
Motor Bus	2,185.0	2,166.6	5,525	5,624	20,404	21,090
Urbanized Area Fixed-Route	2,007.2	1,994.2	5,263	5,356	19,533	20,219
Other Fixed-Route	177.8	172.4	262	268	871	871
Demand Response	381.6	335.0	79	71	511	454
Heavy Rail	525.4	527.2	2,207	2,172	10,737	10,528
Light Rail	28.7	27.6	189	184	704	662
Trolleybus	14.0	13.6	127	125	197	195
Commuter Rail	218.7	214.9	314	318	7,342	7,344
Ferry Boat (b)	2.3	2.4	47	50	271	282
Other (a)	28.3	19.1	31	31	219	148
Total	3,384.0	3,306.4	8,519	8,575	40,385	40,703
Total Motor Bus Mile Equivalents (c)	4,201.8	4,159.1				

All data are preliminary.

(a) Includes cable car, inclined plane, aerial tramway, vanpool, and automated guideway.

(b) Excludes international, rural, rural interstate, island, and urban park ferries.

(c) Estimate based on average seating plus standing capacity of vehicle compared to that of a motor bus (70 passengers): light rail = 1.7, heavy rail = 2.6, commuter rail = 2.2, trolleybus = 1.0, demand response = 0.2, other = 1.0.

TABLE 6 (continued)

Transit Modal Statistics at a Glance

MODE	PASSENGER REVENUE (MILLIONS)		OPERATING EXPENSE (MILLIONS)		ENERGY CONSUMPTION	
					GALLONS (MILLIONS)	KWH (MILLIONS)
	1992	1991	1992	1991	1992	1992
Motor Bus	$3,074.4	$3,098.4	$9,945.2	$9,501.4	578.7	0.1
Urbanized Area Fixed-Route	3,027.0	3,039.1	9,288.8	8,875.9	541.3	0.1
Other Fixed-Route	47.4	59.3	656.4	625.5	37.4	0.0
Demand Response	91.0	68.9	719.0	608.5	58.0	0.0
Heavy Rail	1,830.8	1,700.6	3,301.3	3,858.6	0.0	3,193.3
Light Rail	97.8	97.8	309.6	291.1	0.0	287.3
Trolleybus	52.5	51.6	123.0	113.5	0.0	72.6
Commuter Rail	970.3	958.0	2,012.0	1,942.4	55.6	1,217.4
Ferry Boat (b)	41.0	42.1	178.7	176.1	20.8	0.0
Other (a)	21.5	19.8	56.9	49.8	43.4	19.3
Total	6,179.3	6,037.2	16,645.7	16,541.4	714.9	4,790.0

All data are preliminary.
-- = Not available.
(a) Includes cable car, inclined plane, aerial tramway, vanpool, and automated guideway.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 7

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Alabama	15	26	21	62
Alaska	1	8	32	41
Arizona	13	11	62	86
Arkansas	5	6	71	82
California	120	64	177	361
Colorado	11	18	22	51
Connecticut	26	4	76	106
Delaware	2	1	30	33
District of Columbia	1	0	20	21
Florida	28	29	98	155
Georgia	12	53	50	115
Hawaii	1	3	30	34
Idaho	5	5	31	41
Illinois	20	31	57	108
Indiana	31	28	71	130
Iowa	17	24	1	42
Kansas	4	120	50	174
Kentucky	6	21	46	73
Louisiana	15	42	61	118
Maine	8	11	0	19
Maryland	13	14	49	76
Massachusetts	18	3	59	80

(a), (b), (c) See footnotes Page 31.

(continued on Page 30)

TABLE 7 (continued)

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Michigan	19	45	44	108
Minnesota	10	35	115	160
Mississippi	5	17	56	78
Missouri	8	27	67	102
Montana	4	10	34	48
Nebraska	2	50	56	108
Nevada	4	7	48	59
New Hampshire	3	3	21	27
New Jersey	25	14	91	130
New Mexico	5	17	51	73
New York	73	29	260	362
North Carolina	22	19	52	93
North Dakota	2	22	23	47
Ohio	40	33	113	186
Oklahoma	3	15	173	191
Oregon	5	21	60	86
Pennsylvania	44	15	118	177
Rhode Island	1	1	23	25
South Carolina	10	6	65	81
South Dakota	2	13	47	62
Tennessee	13	12	132	157
Texas	39	33	166	238

(a), (b), (c) See footnotes Page 31. (continued on Page 31)

TABLE 7 (continued)

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Utah	3	4	43	50
Vermont	1	6	28	35
Virginia	26	11	42	79
Washington	20	25	7	52
West Virginia	6	12	83	101
Wisconsin	18	32	71	121
Wyoming	1	21	20	42
United States Total	786	1,077	3,223	5,086

(a) Transit systems reporting data for U.S. Federal Transit Administration Annual Section 15 Report and other known public and private transit systems. Systems operating in two or more states are counted in the state in which they operate the largest portion of their service.

(b) Transit systems receiving funds under the provisions of the Federal Transit Act, Section 18. Includes service providers operating fixed-route only, demand-response only, and combined fixed-route and demand-response service. Excludes providers also providing urbanized area service.

(c) Transit service providers receiving funds under the provisions of the Federal Transit Act, Section 16(b)2. Excludes service providers also providing urbanized area or small urban and rural service.

Data estimate for Small Urban and Rural Transit Systems and Non-Profit Elderly and Disabled Service Providers based on A *Directory of UMTA-Funded Rural and Specialized Transit Systems*, U.S. Department of Transportation, December 1989.

TABLE 8

Transit Systems Classified by Vehicle Type and Population Group

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS	MULTI-MODE SYSTEMS	MOTOR BUS/ DEMAND RESPONSE/ VANPOOL SYSTEMS	ALL-FERRY SYSTEMS	TOTAL SYSTEMS(b)
2,000,000 and greater	14	20	622	10	666
500,000 to 2,000,000	3	14	540	7	564
250,000 to 500,000	0	1	234	1	236
100,000 to 250,000	0	1	332	1	334
50,000 to 100,000	1	2	321	1	325
Less than 50,000(a)	1	0	2,959	1	2,961
Total U.S. Transit Systems	19	38	5,008	21	5,086

(a) Rural areas and urban places with less than 50,000 population outside of urbanized areas.
(b) As of July 1, 1992. Excludes bus service operated by Intercity Bus Carriers.

TABLE 9

Public Transit as a Portion of All Transit*

CALENDAR YEAR	NUMBER OF TRANSIT SYSTEMS	PERCENT OF ALL TRANSIT	TOTAL TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF ALL TRANSIT	VEHICLE MILES OPERATED (MILLIONS)	PERCENT OF ALL TRANSIT	UNLINKED PASSENGER TRIPS (MILLIONS)	PERCENT OF ALL TRANSIT
1945	29	2%	14,609	16%	--	--	--	--
1950	36	3	24,570	28	--	--	--	--
1955	39	3	22,011	30	--	--	--	--
1960	58	5	23,738	36	--	--	--	--
1965	88	8	29,592	48	--	--	--	--
1970	159	15	40,778	66	1,280	68%	5,646	77%
1975	333	35	51,964	83	1,706	86	6,275	90
1980	576	55	64,128	90	1,939	93	7,741	94
1985	1,435	29	79,443	81	2,496	89	8,335	96
1990	1,580	31	86,430	86	3,057	94	8,493	94

P = Preliminary -- Data not available

*Public transit systems include all transit systems owned or subsidized by municipalities, counties, regional authorities, states, or other governmental agencies and transit systems operated or managed by private firms under contract to governmental agency owners. Series not continuous between 1980 and 1985. Data prior to 1985 exclude commuter railroads, urban ferry boats, demand response, and some transit systems in non-urbanized areas.

TABLE 10

Major High Occupancy Vehicle (HOV) Facilities*

URBANIZED AREA	HOV FACILITY	LENGTH (miles)
Dallas, TX	I-30 East	5.2 west, 3.3 east
Denver, CO	U.S. 36-Boulder Turnpike	3.9 1-way
Denver, CO (under construction)	I-25	11.0 1-way
Hartford, CT	I-84	9.5 2-way
Honolulu, HI	Kalanianaole Highway	2.1 1-way
Honolulu, HI	I-H-1	8.9 east, 7.8 west
Houston, TX	I-10 (Katy)	13.0 reversible
Houston, TX	I-45 (North)	13.5 reversible
Houston, TX	I-45 (Gulf)	6.5 reversible
Houston, TX	U.S. 59 (Southwest)	11.6 reversible
Houston, TX	U.S. 290 (Northwest)	13.5 reversible
Los Angeles, CA	I-10 (El Monte)	11.5 2-way
Los Angeles, CA	CA Route 91	8.0 east
Los Angeles, CA	CA Route 55	11.0 2-way
Los Angeles, CA	I-405	10.0 2-way
Miami, FL	I-95	14.5 2-way
Minneapolis, MN	I-394	9.1 2-way
New Orleans, LA	Canal Street	2.2 1-way
New York, NY	Long Island Expressway	2.2 west
New York, NY	NJ Route 495 (Lincoln Tunnel)	2.9 east
New York, NY	U.S. 9	2.0 reversible
New York, NY	Gowanus Expressway	2.1 north
Norfolk, VA	I-64/VA Route 44	13.3 west, 14.1 east
Orlando, FL	I-4	30.0 2-way
Phoenix, AZ	I-10 West	16.2 2-way
Phoenix, AZ	I-10 East	22.0 2-way
Pittsburgh, PA	East (MLK, Jr.) Busway	7.8 2-way
Pittsburgh, PA	South Busway	4.3 2-way
Pittsburgh, PA	I-279/I-579	6.9 reversible

TABLE 10 (continued)

Major High Occupancy Vehicle (HOV) Facilities*

URBANIZED AREA	TRANSITWAY	LENGTH (miles)
Saint Louis, MO	Hodiamont Right-of-Way	3.2 2-way
San Diego, CA	I-15	7.5 reversible
San Francisco, CA	U.S. 101 North	10.3 north, 10.2 south
San Francisco, CA	U.S. 101 South	3.2 north, 2.0 south
San Jose, CA	CA Route 237	4.9 2-way
San Jose, CA	San Tomas Expressway	8.3 2-way
San Jose, CA	Montague Expressway	5.9 2-way
San Jose, CA	U.S. 101	15.8 2-way
San Jose, CA	CA Route 85	6.0 2-way
San Jose, CA	I-280	10.6 2-way
Seattle, WA	I-5	20.2 south, 15.9 north
Seattle, WA	I-405 North	13.0 2-way
Seattle, WA	WA Route 520	2.6 west
Seattle, WA	WA Route 522	3.1 south
Seattle, WA	I-90	4.6 west
Seattle, WA	Transit Tunnel & South Busway	2.8 2-way
Seattle, WA	I-5/I-90	4.4 2-way
Washington, DC	I-395/I-95 (Shirley)	10.1 reversible
Washington, DC	I-95 (Shirley)	6.8 1-way
Washington, DC	I-66	9.6 1-way
Washington, DC	Dulles Access Road	9.6 1-way

*Includes exclusive, stand-alone, and freeway priority lanes at least two miles long used in transit service. Facility may include additional mileage not used by transit.

Source: Transportation Research Board, *1990 HOV Facilities Conference Proceedings*, Federal Transit Administration Fiscal Year 1991 Section 15 reports, press reports.

TABLE 11

Milestones in U.S. Transit History

Year	Event
1630	Boston--reputed first publicly operated ferry boat
1740	New York--reputed first use of ox carts for carrying of passengers
1811	New York--first mechanically operated (steam-powered) ferry boat
1827	New York--first horse-drawn urban stagecoach line (Dry Dock & East Broadway)
1830	Baltimore--first railroad (Baltimore & Ohio Railroad Co.)
1832	New York--first horse-drawn street railway line (New York & Harlem Railroad Co.)
1835	New Orleans--oldest street railway line still operating (New Orleans & Carrollton line)
1838	Boston--first commuter fares on a railroad (Boston & West Worcester Railroad)
1850	New York--first use of exterior advertising on street railways
1856	Boston--first fare-free promotion
1861	New York--first failed attempt to form street railway labor organization
1868	New York--first cable-powered (& first elevated) line (West Side & Yonkers Patent Railway)
1870	New York--first pneumatic-powered (& first underground) line (Beach Pneumatic Railroad Co.)
1870	Pittsburgh--first inclined plane
1871	New York--first steam-powered elevated line (New York Elevated Railroad Co.)
1872	Great Epizootic horse influenza epidemic in eastern states kills thousands of horses (the motive power for most street railways)
1873	San Francisco--first successful cable-powered line (Clay St. Hill Railroad)
1882	Boston--American Street Railway Association (APTA's original predecessor) formed
1883	New York--first surviving street railway labor organization (Knights of Labor Local 2878)
1884	Cleveland--first electric street railway line (East Cleveland Street Railway)
1884	first transit-only publication (The Street Railway Journal)
1885	New York--first recorded strike by street railway workers (Third Avenue & Sixth Avenue Elevateds)
1886	Montgomery, AL--first semi-successful citywide street railway system (Capital City Street Railway Co.)
1888	Richmond, VA--first successful electric street railway line (Union Passenger Railway)
1889	New York--first major strike by street railway workers

TABLE 11 (continued)

Milestones in U.S. Transit History

Year	Event
1892	Indianapolis--first national street railway labor union founded (Amalgamated Association of Street Railway Employees of America, now called the Amalgamated Transit Union)
1893	Portland, OR--first interurban rail line (East Side Railway Co.)
1894	Boston--first public transit commission (Boston Transit Commission)
1895	Chicago--first electric elevated rail line (Metropolitan West Side Elevated Railway)
1897	Boston--first electric underground (& first publicly-financed) street railway line (West End Street Railway)
1898	Chicago--first electric multiple-unit controlled rail line (Chicago & South Side Rapid Transit Railroad Co.)
1904	New York--first electric underground (& first 4-track express) heavy rail line (Interborough Rapid Transit Co.)
1905	New York--first public takeover of a private transit company (Staten Island Ferry)
1905	New York--first motor bus line (Fifth Avenue Coach Co.)
1906	Monroe, LA--first public takeover of a street railway
1908	New York--first interstate underground heavy rail line (Hudson & ManhattanRailroad to New Jersey)
1910	Hollywood, CA--first trolleybus line (Laurel Canyon Utilities Co.)
1912	San Francisco--first publicly operated street railway in a large city (San FranciscoMunicipal Railway)
1912	Cleveland--first street railway to operate motor buses (Cleveland Railway)
1914	Los Angeles--first jitney
1917	New York--last horse-drawn street railway line closed
1918	New York--APTA's predecessor organization first calls for public takeover of transit
1920	first motor bus not based on truck chassis (Fageol Safety Coach)
1921	New York--first successful trolleybus line
1923	Bay City, MI, Everett, WA, Newburgh, NY--first cities to replace all streetcars with motor buses
1926	highest peacetime transit ridership before World War II (17.2 billion)
1927	Detroit--first motor bus without cowl-type engine
1927	Philadelphia--first automobile park and ride lot and first bus-rail transfer facility for a non-commuter rail line
1932	New York--first publicly operated heavy rail line (Independent Subway)

TABLE 11 (continued)

Milestones in U.S. Transit History

Year	Event
1933	San Antonio--first large city to replace all streetcars with motor buses
1934	New York--Transport Workers Union of America founded
1935	Washington--Public Utility Holding Company Act of 1935 enacted requiring most power companies to divest themselves of transit operations and eliminating much private transit financing
1936	motor bus manufacturers began to assume control of or influence street railways, leading to rapid replacementof streetcars with motor buses
1936	New York--first industry-developed standardized street railway car (P.C.C. car) (Brooklyn & Queens Transit System)
1938	Chicago--first use of federal capital funding to build a transit rail line
1939	Chicago--first street with designated bus lane
1940	first time motor bus ridership exceeded street railway ridership
1940	San Francisco becomes last surviving cable car system
1945	Los Angeles--first rail line in expressway median (Pacific Electric Railway)
1946	highest-ever transit ridership (23.4 billion)
1952	San Francisco--last new PCC car for U.S. transit system placed in service
1961	Washington--first significant federal transit legislation (Housing & Urban Development Act of 1961)
1962	Seattle--first monorail (Seattle World's Fair)
1962	New York--first automated heavy rail line (Grand Central Shuttle)
1963	Chicago becomes last surviving city with interurban line (Chicago, South Shore, & South Bend Railroad)
1964	Washington--creation of Urban Mass Transportation Administration (Urban Mass Transportation Act of 1964)
1966	New York--first public takeover of commuter railroad (Long Island Rail Road Co.)
1966	Providence--first statewide transit system (Rhode Island Public Transit Authority)
1966	Washington--Urban Mass Transportation Administration moved to new Department of Transportation
1968	Minneapolis--first downtown transit mall (Nicollet Mall)
1968	Cleveland--first rail station at an airport opened
1969	Washington--first transitway (Shirley Highway)

TABLE 11 (continued)

Milestones in U.S. Transit History

Year	Event
1969	Philadelphia--first modern heavy rail system replacing former rail line (Port AuthorityTransit Corporation)
1970	Fort Walton Beach, FL--first dial-a-ride demand response bus
1971	Washington--first federally subsidized intercity railroad providing commuter service (AMTRAK)
1972	San Francisco--first computer-controlled heavy rail system (Bay Area Rapid Transit District)
1972	transit ridership hits all-time low (5.3 billion)
1973	Washington--some transit service required to be accessible to disabled (Rehabilitation Act of 1973)
1973	Boston, Dayton, OH, Philadelphia, San Francisco, & Seattle become last surviving trolleybus systems
1974	Boston, Cleveland, Newark, New Orleans, Philadelphia, Pittsburgh, & San Francisco become the last surviving street railway systems
1974	Washington--first federal transit operating assistance legislation (National Mass Transportation Assistance Act of 1974)
1974	American Public Transit Association formed from merger of 2 organizations
1975	Morgantown, WV--first automated guideway peoplemover (West Virginia University)
1977	San Diego--first wheelchair-lift-equipped fixed-route bus
1979	Seattle--first successful wheelchair-lift-equipped fixed-route bus service
1979	Washington--first standardized transit data accounting system (Section 15)
1980	San Diego--first completely new light rail system (San Diego Trolley)
1982	Washington--transit trust fund for capital projects created thru dedication of one centbf federal gas tax
1990	Washington--virtually all transit service required to be accessible to disabled (Americans with Disabilities Act of 1990)
1991	Washington--transit buses subject to strict pollution controls (Clean Air Act of 1990)
1991	Washington--federal government allowed to subsidize its employees' commuting costs
1991	Washington--first general authorization of use of highway funds for transit (Intermodal Surface Transp. Efficiency Act of 1991)
1992	Washington--first limitation on amount of tax-free employer-paid automobile parking benefits and tripling of value of tax-free benefit for transit use (National Energy Policy Strategy Act)

TABLE 12

Public Cost of Highway Transportation in 1989, Billions of Dollars (a)

Costs recovered from drivers through taxes and tolls	
Highway construction and repair	$20.0
Highway maintenance	11.8
Highway services, administration, interest, and debt retirement	12.5
Total	44.3
Market costs not recovered from drivers	
Highway construction and repair	13.3
Highway maintenance	7.9
Highway services	68.0
Free parking	85.0
Total	174.2
External costs not recovered from drivers	
Health costs from air pollution	10.0
Reductions of motor vehicle CO2 emissions	27.0
Strategic petroleum reserve	0.3
Military expenditures	25.0
Accidents	55.0
Noise	9.0
Total	126.3
Total Public Cost	344.8
Miles traveled	2,000.0
Public Cost per mile traveled	17¢
Covered by user fees	2¢
Not covered by user fees	15¢

(a) Public costs do not include costs paid directly by motor vehicle owners such as vehicle purchase price, gasoline, parking, insurance, maintenance, and registration. These costs totaled an estimated $500 billion for passenger and $254 billion for freight transportation in 1989, according to the ENO Foundation for Transportation, *Transportation in America*.

Source: *The Going Rate: What It Really Costs to Drive*, World Resources Institute, 1992.

SECTION III

Finance

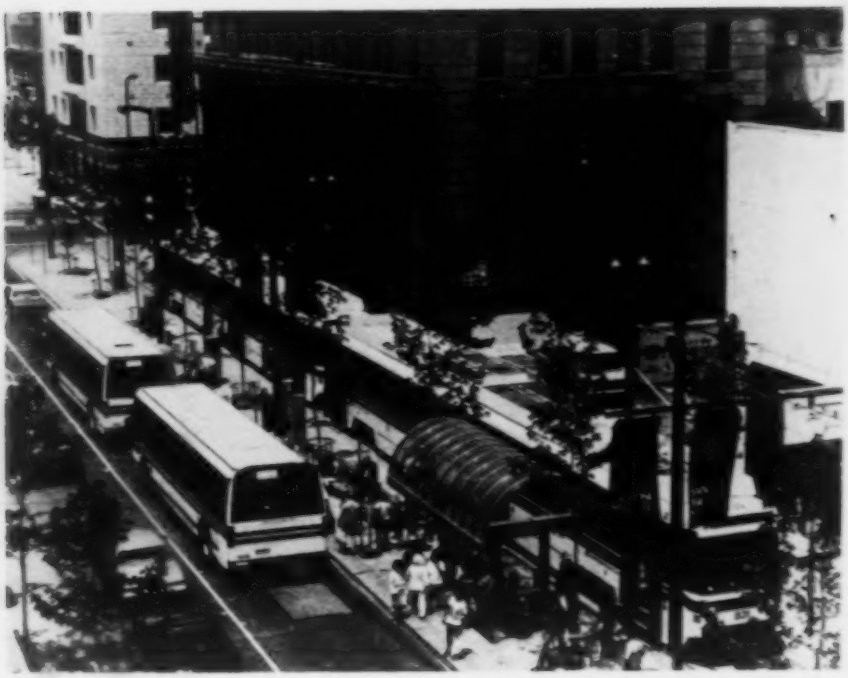


TABLE 14

Transit Operating Expense and Revenue in 1992

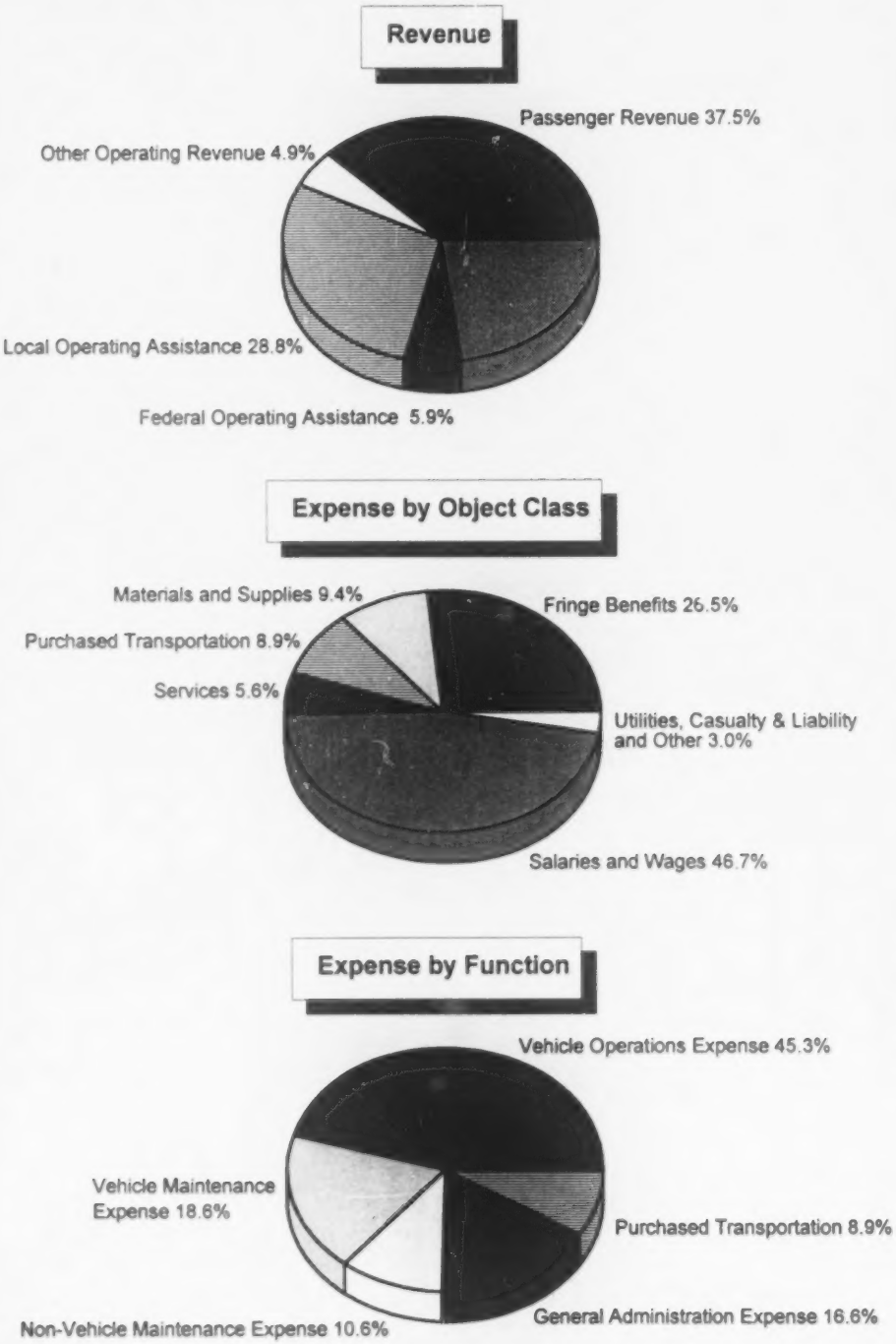


TABLE 13

Transit Financial Statement for 1991 and 1992

	REVENUES	
	1991	1992
Passenger Revenue	$ 6,037,200,000	$ 6,179,300,000
Other Operating Revenue	766,800,000	806,300,000
Total Operating Revenue	$ 6,804,000,000	$ 6,985,600,000
Local Operating Assistance	$ 5,573,400,000	$ 4,747,800,000
State Operating Assistance	3,199,500,000	3,775,600,000
Federal Operating Assistance	955,900,000	964,300,000
Total Operating Assistance	$ 9,728,800,000	$ 9,487,700,000
Total Revenue	$16,532,800,000	$16,473,300,000

All data are preliminary.

TABLE 13 (continued)

Transit Financial Statement for 1991 and 1992

	EXPENSES	
	1991	1992
Vehicle Operations Expense	$ 6,726,600,000	$ 7,547,200,000
Vehicle Maintenance Expense	2,992,400,000	3,096,300,000
Non-Vehicle Maintenance Expense	1,604,700,000	1,761,100,000
General Administration Expense	3,584,500,000	2,767,200,000
Purchased Transportation Expense	1,633,200,000	1,473,900,000
Total Operating Expense	$16,541,400,000	$16,645,700,000
Depreciation and Amortization	$ 1,763,300,000	$ 2,017,500,000
Other Reconciling Items	1,027,200,000	1,208,500,000
Total Reconciling Items	$ 2,790,500,000	$ 3,226,000,000
Total Expense	$19,331,900,000	$19,871,700,000

All data are preliminary.

NOTE: The difference between Total Revenue and Total Expense is due to several factors including (1) use of the accrual system of accounting rather than the cash system of accounting, (2) amalgamation of accounts of transit systems recording revenue and expense is a variety of fiscal or calendar years, (3) inclusion of State and Local Financial Assistance classified as operating assistance for income accounting purposes but subsequently transferred to capital accounts for expenditure, (4) inclusion of Depreciation and Amortization costs in Total Expense that are met from revenue sources not included in Total Revenue, (5) exclusion of extraordinary revenues and extraordinary expenses, (6) actual profit or loss of privately owned transit systems, and (7) actual surplus or deficit of publicly owned transit systems.

TABLE 15 ·

Transit Operating Expense for 1992 Classified By Function and Object Class

FUNCTION AND OBJECT CLASS	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
	(DOLLARS IN MILLIONS)					
Salaries and Wages	4,088.82	1,451.50	1,082.23	1,155.05	0.00	7,777.60
Fringe Benefits	2,292.56	823.10	601.21	687.83	0.00	4,404.70
Services	78.23	154.81	124.84	576.92	0.00	934.80
Fuels and Lubricants	423.94	28.30	1.66	0.00	0.00	453.90
Materials and Supplies	84.89	677.48	153.84	193.09	0.00	1,109.30
Utilities	101.54	49.25	289.64	174.77	0.00	615.20
Casualty & Liability Costs	24.97	6.66	9.99	514.58	0.00	556.20
Purchased Transportation	0.00	0.00	0.00	0.00	1,473.90	1,473.90
Other	452.25	-94.80	-502.31	-535.04	0.00	-679.90
Total	7,547.20	3,096.30	1,761.10	2,767.20	1,473.90	16,645.70
	(PERCENT OF TOTAL)					
Salaries and Wages	24.56	8.72	6.50	6.94	0.00	46.72
Fringe Benefits	13.77	4.94	3.61	4.13	0.00	26.46
Services	0.47	0.93	0.75	3.47	0.00	5.62
Fuels and Lubricants	2.55	0.17	0.01	0.00	0.00	2.73
Materials and Supplies	0.51	4.07	0.92	1.16	0.00	6.66
Utilities	0.61	0.30	1.74	1.05	0.00	3.70
Casualty & Liability Costs	0.15	0.04	0.06	3.09	0.00	3.34
Purchased Transportation	0.00	0.00	0.00	0.00	8.85	8.85
Other	2.72	-0.57	-3.02	-3.21	0.00	-4.08
Total	45.34	18.60	10.58	16.62	8.85	100.00

TABLE 16

Trend of Transit Expenses by Function Class, Dollars*

CALENDAR YEAR	OPERATING EXPENSE						DEPRECIATION AND AMORTIZATION	OTHER RECONCILING ITEMS	TOTAL EXPENSE
	VEHICLE OPERATIONS	MAINTENANCE		GENERAL ADMINIS-TRATION	PURCHASED TRANSPOR-TATION	TOTAL			
		VEHICLE	NON-VEHICLE						
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	$2,735.0	$1,070.2	$ 398.8	$1,027.7(a)		$5,231.7	$ 253.4	$126.3	$ 5,611.4
1980	3,248.2	1,274.3	499.7	1,224.3(a)		6,246.5	277.6	186.5	6,710.6
1981	3,596.5	1,397.8	547.9	1,482.1(a)		7,024.3	386.3	211.1	7,621.7
1982	3,882.3	1,555.8	611.8	1,503.0(a)		7,552.9	507.1	254.3	8,314.3
1983	3,930.8	1,696.6	694.9	1,633.7(a)		7,956.0	472.5	307.2	8,735.7
1984	5,141.9	2,149.4	912.3	2,914.7	455.7	11,574.0	885.5	497.6	12,957.1
1985	5,654.7	2,522.6	1,149.6	2,505.3	548.7	12,380.9	1,097.6	598.6	14,077.1
1986	5,690.6	2,733.6	1,295.2	2,748.0	484.3	12,951.7	1,148.2	626.2	14,726.1
1987	5,790.3	2,730.2	1,363.5	2,869.4	718.7	13,472.1	1,212.5	720.7	15,405.3
1988	6,052.3	2,865.1	1,447.6	3,077.8	844.5	14,287.3	1,377.6	776.9	16,441.8
1989	6,275.3	2,942.3	1,550.5	3,251.0	953.2	14,972.3	1,502.5	693.9	17,168.7
1990	6,653.3	3,038.8	1,592.0	3,449.9	1,008.1	15,742.1	1,593.1	643.9	17,979.1
1991	6,726.6	2,992.4	1,604.7	3,584.5	1,633.2	16,541.4	1,763.3	1,027.2	19,331.9
P 1992(b)	7,547.2	3,096.3	1,761.1	2,767.2	1,473.9	16,645.7	2,017.5	1,208.5	19,871.7

P = Preliminary -- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) General Administration and Purchased Transportation combined.

(b) Beginning 1992, total operating expense declined over $650 million due to change in accounting procedures at New York City Transit Authority.

TABLE 17

Trend of Transit Operating Expenses by Object Class, Dollars*

CALENDAR YEAR	SALARIES & WAGES	FRINGE BENEFITS	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY & LIABILITY COSTS	PURCHASED TRANS-PORTATION	OTHER	TOTAL OPERATING EXPENSE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	$3,025.0	$1,090.4	$136.3	$ 508.3	$188.7	$183.4	$ 99.6(a)		$ 5,231.7
1980	3,280.9	1,353.1	237.6	759.4	231.3	237.8	146.4(a)		6,246.5
1981	3,493.5	1,649.1	266.8	940.8	280.9	252.8	140.4(a)		7,024.3
1982	3,731.4	1,756.5	298.3	1,129.9	322.5	188.1	126.1(a)		7,552.9
1983	3,921.3	1,977.3	309.4	1,023.9	431.2	192.6	100.3(a)		7,956.0
1984	5,487.8	2,716.7	469.2	1,462.2	465.7	328.5	$ 455.7	$188.2	11,574.0
1985	5,843.1	2,868.3	491.9	1,561.2	494.7	347.1	548.7	225.9	12,380.9
1986	6,119.2	3,125.9	583.8	1,524.3	497.1	491.4	484.3	125.7	12,951.7
1987	6,324.1	3,266.9	655.5	1,421.0	509.2	536.1	718.7	40.6	13,472.1
1988	6,675.0	3,528.9	715.3	1,446.2	503.9	527.8	844.5	45.7	14,287.3
1989	6,897.7	3,737.3	765.0	1,507.6	540.2	559.4	953.2	11.9	14,972.3
1990	7,226.3	3,986.0	794.3	1,608.4	552.9	640.5	1,008.1	-74.4	15,742.1
1991	7,394.5	3,998.4	818.0	1,559.7	575.9	625.6	1,633.2	-63.9	16,541.4
P 1992(b)	7,777.6	4,404.7	934.8	1,563.2	615.2	556.2	1,473.9	-679.9	16,645.7

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Purchased Transportation and Other combined.

(b) Beginning 1992, total operating expense declined over $650 million due to change in accounting procedures at New York City Transit Authority.

TABLE 18

Trend of Transit Operating Expenses by Mode, Dollars

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL OPERATING EXPENSE
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1988	$198.4	$3,521.7	$1,675.3	$101.7	$8,136.4	$462.6	$191.2	$14,287.3
1989	210.8	3,701.0	1,841.4	105.5	8,415.1	481.1	217.4	14,972.3
1990	237.1	3,825.0	1,938.5	108.6	8,903.1	517.8	212.0	15,742.1
1991	291.1	3,858.6	1,942.4	113.5	9,501.4	608.5	225.9	16,541.4
P 1992(a)	309.6	3,301.3	2,012.0	123.0	9,945.2	719.0	235.6	16,645.7

P = Preliminary

(a) Beginning 1992 total operating expense declined over $650 million due to change in accounting procedures at New York City Transit Authority.

TABLE 19

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE DATA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF OPERATING EXPENSE FOR				
			VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION
Multi-Mode, All Areas (b)(c)	1987	33	38.9	20.9	14.1	23.1	3.0
	1988	33	38.3	20.2	13.0	22.5	6.0
	1989	44	37.9	19.2	13.2	23.5	6.2
	1990	33	37.7	18.7	13.5	24.0	6.1
	1991	34	36.9	18.3	12.7	24.5	7.6
	P 1992	32	41.7	18.6	14.8	17.4	7.4
Motor Bus Only, 1,000,000 or More	1987	54	52.1	20.9	3.0	19.6	4.4
	1988	61	53.4	20.8	2.8	18.8	4.2
	1989	51	51.8	21.5	2.9	19.9	3.9
	1990	65	48.4	20.3	3.2	18.8	9.3
	1991	83	47.6	17.6	3.1	16.8	14.9
	P 1992	74	49.5	18.8	3.1	15.3	13.3
Motor Bus Only, 500,000 - 1,000,000	1987	23	56.3	19.1	2.8	18.1	3.7
	1988	22	56.3	19.4	2.9	17.8	3.6
	1989	24	55.1	19.1	2.9	18.2	4.7
	1990	27	54.0	18.1	2.7	17.6	7.6
	1991	28	54.6	18.2	2.8	16.4	8.0
	P 1992	26	54.4	18.1	2.7	17.0	7.7

(a), (b), (c) See footnotes Page 50.

TABLE 19 (continued)

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF OPERATING EXPENSE FOR				
			VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION
Motor Bus Only, 200,000 to 500,000	1987	55	55.6	20.2	2.3	18.7	3.2
	1988	50	56.5	19.6	2.4	17.8	3.7
	1989	55	57.2	18.9	2.4	17.4	4.1
	1990	59	56.2	18.4	3.0	17.1	5.3
	1991	62	56.0	18.5	2.6	16.7	6.2
	P 1992	58	54.8	17.9	2.9	17.4	7.1
Motor Bus Only, 200,000 or Fewer	1986	97	56.0	19.2	2.0	17.9	4.9
	1987	99	54.7	18.8	2.0	18.8	5.7
	1988	102	56.6	18.5	2.2	18.2	4.5
	1989	111	55.2	18.0	2.2	18.1	6.5
	1990	103	53.2	18.2	2.3	18.2	8.1
	1991	93	52.8	16.9	2.2	17.0	11.1
	P 1992	76	55.1	16.6	1.8	15.6	10.9

NOTE: Excludes automated guideway and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolleybus, urban ferry boat, or inclined plane.

(c) Beginning 1992, data not comparable to prior years due to change in accounting procedures at New York City Transit Authority.

TABLE 20

Trend of Transit Revenues, Dollars*

CALENDAR YEAR	OPERATING REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	PASSENGER(a)	OTHER	TOTAL	LOCAL & STATE	FEDERAL	TOTAL	
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	$2,436.3	$211.5	$2,647.8	$2,054.6	$ 855.8	$2,910.4	$ 5,558.2
1980	2,556.8	248.3	2,805.1	2,611.2	1,093.9	3,705.1	6,510.2
1981	2,701.4	343.8	3,045.2	3,225.7	1,095.1	4,320.8	7,366.0
1982	3,077.0	380.0	3,457.0	3,582.0	1,005.4	4,587.4	8,044.3
1983	3,171.6	332.5	3,504.1	4,194.6	827.0	5,021.6	8,525.7
1984	4,447.7	780.5	5,228.2	5,399.1	995.8	6,394.9	11,623.1
1985	4,574.7	701.8	5,276.5	5,978.5	939.6	6,918.1	12,194.6
				LOCAL(b) / STATE			
1986	5,113.1	737.3	5,850.4	4,244.5 / 2,305.6	941.2	7,491.3	13,341.7
1987	5,114.1	776.6	5,890.7	4,680.6 / 2,564.6	955.1	8,200.3	14,091.0
1988	5,224.6	840.7	6,065.3	4,893.1 / 2,677.1	901.1	8,471.3	14,536.6
1989	5,419.9	836.7	6,256.6	4,995.4 / 2,796.3	936.6	8,728.3	14,984.9
1990	5,890.8	895.0	6,785.8	5,326.8 / 2,970.6	970.0	9,267.4	16,053.2
1991	6,037.2	766.8	6,804.0	5,573.4 / 3,199.5	955.9	9,728.8	16,532.8
P 1992(c)	6,179.3	806.3	6,985.6	4,747.8 / 3,775.6	964.3	9,487.7	16,473.3

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Beginning 1984 includes fare revenue retained by contractors; beginning 1991 includes fare subsidies formerly included in "Other".

(b) Local operating assistance includes taxes levied directly by transit system and other subsidies from local government such as bridge and tunnel tolls and non-transit parking lot revenue.

(c) Beginning 1992, local operating assistance declined by about $500 million due to change in accounting procedures at New York City Transit Authority.

TABLE 16

Trend of Transit Operating Revenue

Excludes commuter railroad and most rural transit systems before 1984.

TABLE 26

United States Government Operating Grant Approvals for Mass Transportation

FISCAL YEAR	GRANT APPROVALS FOR OPERATING ASSISTANCE(a)
	TOTAL APPROVALS
	(MILLIONS)
1977	$ 571.8
1978	685.3
1979	868.5
1980	1,120.7
1981	1,129.5
1982	1,055.5
1983	887.9
1984	922.4
1985	881.1
1986	872.5
1987	820.4
1988	780.0
1989	779.1
1990	765.4
1991	779.4
1992	768.4

(a) Federal Transit Act.

Source: U.S. Department of Transportation, Federal Transit Administration.

TABLE 22

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS(b)	STATE AND LOCAL ASSISTANCE(d)	FEDERAL ASSISTANCE
Multi-Mode, All Areas (c)	1987	33	37.8	4.9	52.7	4.6
	1988	33	36.1	5.0	54.5	4.4
	1989	44	37.0	5.0	53.4	4.6
	1990	33	41.2	4.2	50.6	4.0
	1991	34	40.4	3.8	51.7	4.1
	P 1992	32	42.9	3.2	49.7	4.2
Motor Bus Only, 1,000,000 or More	1987	54	33.9	4.1	54.4	7.6
	1988	61	33.5	5.4	53.8	7.3
	1989	51	32.7	3.5	55.2	8.6
	1990	65	26.8	6.6	60.5	6.1
	1991	83	27.6	8.2	59.6	4.6
	P 1992	74	28.9	11.9	54.4	4.8
Motor Bus Only, 500,000 - 1,000,000	1986	22	27.3	4.8	47.1	20.8
	1987	23	25.9	7.1	47.4	19.6
	1988	22	25.1	6.6	50.7	17.6
	1989	24	24.6	6.8	52.8	15.8
	1990	27	25.8	5.0	56.6	12.6
	1991	28	26.3	4.8	57.5	11.4
	P 1992	26	26.0	4.2	58.9	10.9

(a), (b), (c), (d) See footnotes Page 54.

TABLE 22 (continued)

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS(b)	STATE AND LOCAL ASSISTANCE(d)	FEDERAL ASSISTANCE
Motor Bus Only, 200,000 to 500,000	1987	55	24.8	4.8	52.2	18.2
	1988	50	24.6	5.5	53.2	16.7
	1989	55	23.5	5.2	54.7	16.6
	1990	59	21.0	5.5	57.4	16.1
	1991	62	21.1	5.5	57.9	15.5
	P 1992	58	22.8	3.8	59.8	13.6
Motor Bus Only, 200,000 or Fewer	1987	99	20.1	6.2	53.0	20.7
	1988	102	19.3	6.2	54.6	19.9
	1989	111	18.7	6.6	54.5	20.2
	1990	103	19.4	6.4	54.4	19.8
	1991	93	19.2	7.1	54.5	19.2
	P 1992	76	22.7	4.9	53.4	19.0

NOTE: Excludes automated guideway and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.
(b) Other operating revenue, non-operating income, and net auxiliary operating revenue.
(c) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolleybus, urban ferry boat, or inclined plane.
(d) Includes directly generated dedicated tax and toll revenue.

TABLE 23

Trend of Transit Passenger Revenue by Mode, Dollars*

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL PASSENGER REVENUE
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1990	$82.6	$1,740.8	$952.2	$45.8	$2,966.8	$40.9	$61.7	$5,890.8
1991 (a)	97.8	1,700.6	958.0	51.6	3,098.4	68.9	61.9	6,037.2
P 1992	97.8	1,830.8	970.3	52.5	3,074.4	91.0	62.5	6,179.3

P = Preliminary

*This data is not available from the Federal Transit Administration Section 15 reports. Estimates made by APTA from transit system estimates, which are made according to each transit system's procedures.

(a) Beginning in 1991 includes fare subsidies formerly classified as Other Operating Revenues.

TABLE 24

Trend of Transit Fares

CALENDAR YEAR	AVERAGE REVENUE PER UNLINKED TRANSIT PASSENGER TRIP(a)(d) (cents)	ADULT CASH FARE (BASE PERIOD) (cents)			PERCENT OF TRANSIT SYSTEMS WITH (c)		
		HIGH	LOW	MEAN(b)	PEAK PERIOD SURCHARGES	TRANSFER CHARGES	ZONE FARES
1979	28.8	75	Free	35.7	5.4	--	--
1980	29.8	75	Free	40.3	5.1	29.6%	31.4%
1981	32.6	100	Free	47.3	4.2	23.7	31.6
1982	38.2	100	Free	52.8	9.0	28.4	38.9
1983	38.7	100	Free	54.9	8.9	37.1	35.9
1984	50.3	150	Free	56.9	9.5	36.6	34.0
1985	53.0	150	Free	58.4	8.6	37.0	33.1
1986	58.3	210	Free	61.7	8.8	30.7	27.9
1987	58.5	275	Free	63.4	8.4	29.5	33.1
1988	60.3	275	Free	66.2	7.8	30.2	33.2
1989	60.7	275	Free	67.0	6.4	27.7	31.5
1990	66.9	275	Free	73.0	6.5	28.8	38.9
1991	70.4	600	Free	82.3	5.5	24.2	39.4
P 1992	72.5	600	Free	86.0	5.6	26.6	39.0

P = Preliminary -- Data not available

(a) Includes transfer charges and zone charges; includes reduced-fare trips, free-fare trips, and free-transfer trips.
(b) Unweighted average of adult cash fares, fixed-route service; excludes transfer, premium, or zone charges; each transit system counted equally. Beginning in 1984, calculation based on basic Adult Cash Fare only.
(c) Percents represent a 300-transit-system sample, not estimated for all transit systems.
(d) Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

TABLE 25

United States Government Appropriations for Transit, Fiscal Years 1986-1993, Millions of Dollars

PROGRAM	1986	1987	1988	1989	1990	1991	1992	1993
Major Capital Investment Program:	$ 918.7	$ 915.0	$ 980.3	$ 985.0	$ 982.0	$1,115.0	$1,342.2	$1,725.0
Sec. 3 New Starts/Extensions	368.4	365.0	407.8	402.0	419.2	440.0	536.9	721.8
Sec. 3 Rail Modernization	411.5	410.0	427.0	439.0	430.7	455.0	536.9	666.3
Sec. 3 Bus	138.8	140.0	145.5	144.0	132.1	220.0	268.4	336.9
Formula Program:	2,086.8	2,035.0	1,832.0	1,705.0	1,724.8	1,835.0	1,983.7	1,700.0
Sec. 5/9 Urbanized Area Operating Limit	868.8	860.9	804.7	804.7	802.3	802.3	802.3	802.3
Sec. 5/9 Urbanized Area Capital Only	1,128.8	1,064.1	927.7	798.9	822.0	932.3	1,020.5	758.2
Sec. 18 Rural Capital and Operating	60.0	75.0	64.6	66.4	65.6	65.4	106.1	90.8
Sec. 16(b) Elderly and Disabled	29.2	35.0	35.0	35.0	34.9	35.0	54.9	48.6
Planning and Research:	64.5	62.4	62.0	60.0	59.9	58.0	109.1	85.0
Sec. 8 Planning	47.9	45.0	45.0	45.0	44.9	45.0	43.7	38.3
Sec. 18(h) RTAP	---	---	4.8	5.0	5.0	5.0	5.0	4.3
All Other Research and Training	16.6	17.4	12.2	10.0	10.0	8.0	60.4	42.5
University Research Centers	---	---	5.0	5.0	5.0	5.0	7.0	6.0
Interstate Transfer	210.2	200.0	123.5	200.0	159.5	160.0	160.0	75.0
Washington DC Metro	217.2	201.1	180.5	168.0	84.7	64.1	124.0	170.0
FTA Administration	28.7	31.0	31.9	31.9	31.8	32.6	37.0	38.6
Other	4.8	7.5	---	---	---	---	---	---
TOTAL	3,530.9	3,452.0	3,215.2	3,154.9	3,047.7	3,269.7	3,763.0	3,799.6

Source: U.S. Department of Transportation, Federal Transit Administration.

TABLE 27

United States Government Capital Grant Approvals for Mass Transportation by Use*

FEDERAL FISCAL YEAR	BUS (a)	RAPID TRANSIT (b)	COMMUTER RAIL	OTHER (c)	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	$ 544.6	$1,318.7	$ 232.6	$ 5.7	$2,101.6
1980	935.8	1,474.3	340.4	36.6	2,787.1
1981	994.3	1,546.1	373.5	31.8	2,945.7
1982	854.4	1,307.1	323.0	59.6	2,544.1
1983	1,138.4	1,455.5	465.4	102.3	3,161.6
	BUS	RAIL MODERNIZATION	NEW STARTS	OTHER (d)	TOTAL
1984	1,039.6	1,110.0	709.9	16.5	2,876.0
1985	921.2	1,080.2	490.2	18.6	2,510.3
1986	1,023.6	869.1	1,228.3	17.2	3,138.2
1987	862.8	975.5	617.6	18.8	2,474.7
1988	820.0	1,145.7	538.2	16.9	2,520.8
1989	789.9	1,105.1	671.0	23.5	2,589.5
1990	760.9	998.9	603.7	16.5	2,380.0
1991	826.0	1,029.2	515.2	26.0	2,396.4
1992	941.8	1,153.8	492.5	24.9	2,612.9

*Net amounts; excludes cancelled and reduced projects. Includes funding from Section 3 and Section 16(b)(2) of the Federal Transit Act, Urban Systems and Interstate Transfers Sections of the Federal-Aid Highway Act of 1973, as amended, and funding from Section 14 of the National Capital Transportation Act of 1969, as amended.

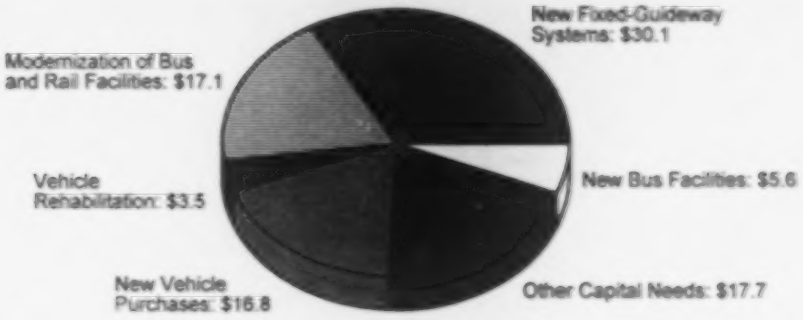
(a) Motor bus and trolleybus.
(b) Heavy rail and light rail.
(c) Urban ferry boat, cable car, inclined plane, and automated guideway transit.
(d) Planning grants from Section 9A, Section 9 and Interstate Transfer.

Source: U.S. Department of Transportation, Federal Transit Administration.

TABLE 29

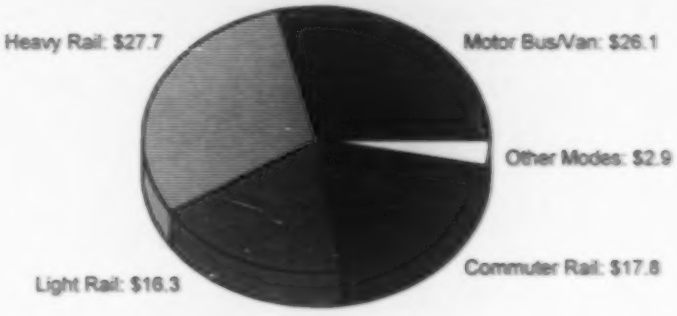
Transit Capital Needs 1992-1997

Capital Needs by Project Class, 1992-1997
(Billions of Dollars)


New Fixed-Guideway Systems: $30.1
Modernization of Bus and Rail Facilities: $17.1
Vehicle Rehabilitation: $3.5
New Bus Facilities: $5.6
New Vehicle Purchases: $16.8
Other Capital Needs: $17.7

Total Needs: $90.8 Billion

Capital Needs by Mode, 1992-1997
(Billions of Dollars)



Total Needs: $90.8 Billion

Source: APTA, *Public Transit - Sound Investment For The 21th Century*, 1991.

SECTION IV

Ridership and Transit Usage

TABLE 28

United States Government Capital Grant Approvals for Mass Transportation by Program*

FEDERAL FISCAL YEAR	DISCRETIONARY (a)	FORMULA (b)	OTHER (c)	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	$1,225.0	$ 255.6	$ 620.9	$2,101.6
1980	1,655.0	431.2	701.0	2,787.1
1981	1,925.0	361.1	659.6	2,945.7
1982	1,634.5	297.7	611.8	2,544.1
1983	1,640.9	863.1	657.7	3,161.6
1984	1,096.0	1,339.2	440.8	2,876.0
1985	727.7	1,491.6	291.1	2,510.3
1986	1,132.3	1,324.8	681.1	3,138.2
1987	694.5	1,376.5	403.7	2,474.7
1988	875.4	1,380.6	264.8	2,520.8
1989	1,199.7	967.7	422.1	2,589.5
1990	1,169.4	962.6	248.0	2,380.0
1991	1,108.4	1,035.0	253.0	2,396.4
1992	1,027.3	1,207.7	377.9	2,612.9

*Net amounts, excludes cancelled and reduced projects.

(a) Federal Transit Act: Section 3 and Section 16(b) 2.
(b) Federal Transit Act: Section 5, Section 9A, Section 9, and Section 18.
(c) Federal Aid Highway Act of 1973, as amended; Federal Aid Urban Systems and Interstate Transfer; and National Capital Transportation Act of 1969, as amended.

Source: U.S. Department of Transportation, Federal Transit Administration.

TABLE 30

Trend of Transit Capital Revenues, Dollars

CALENDAR YEAR	LOCAL ASSISTANCE	STATE ASSISTANCE	FEDERAL ASSISTANCE	DIRECTLY GENERATED REVENUE (a)	TOTAL REVENUE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1988	$ 769.0	$489.6	$2,519.5	$ 86.5	$3,864.6
1989	802.6	665.5	2,426.5	118.3	4,012.9
1990	1,176.9	696.8	2,872.5	189.3	4,935.5
1991	1,012.3	695.4	2,773.5	1,074.5	5,555.7
P 1992	853.6	792.2	2,720.9	1,196.4	5,563.1

P = Preliminary

(a) Beginning in 1991, taxes levied directly by a transit system and bridge and tunnel tolls are considered directly generated revenue by the Federal Transit Administration.

TABLE 31

Trend of Transit Passenger Trips (a)

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL PASSENGER RIDES/TRIPS
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	107	1,777	279	75	6,156	--	67	8,461
1980	133	2,108	280	142	5,837	--	67	8,567
1981	123	2,094	268	138	5,594	--	67	8,284
1982	136	2,115	259	151	5,324	--	67	8,052
1983	137	2,167	262	160	5,422	--	55	8,203
1984	135	2,231	267	165	5,908	62	61	8,829
1985	132	2,290	275	142	5,675	59	63	8,636
1986	130	2,333	306	139	5,753	63	53	8,777
1987	133	2,402	311	141	5,614	64	70	8,735
1988	154	2,308	325	136	5,590	73	80	8,666
1989	162	2,542	330	130	5,620	70	77	8,931
1990	175	2,346	328	126	5,677	68	79	8,799
1991	184	2,172	318	125	5,624	71	81	8,575
P 1992	189	2,207	314	127	5,525	79	78	8,519

P = Preliminary -- Data not available

(a) Total Passenger Rides for 1979 based on individual transit data collection procedures. Unlinked Transit Passenger Trips beginning in 1980 based on data collection procedures defined by Federal Transit Act, Section 15. Prior to 1984, excludes demand response and most rural and smaller systems. Series not continuous between 1983 and 1984.

TABLE 32

Trend of Motor Bus Unlinked Passenger Trips Classified by Population Groups (a)

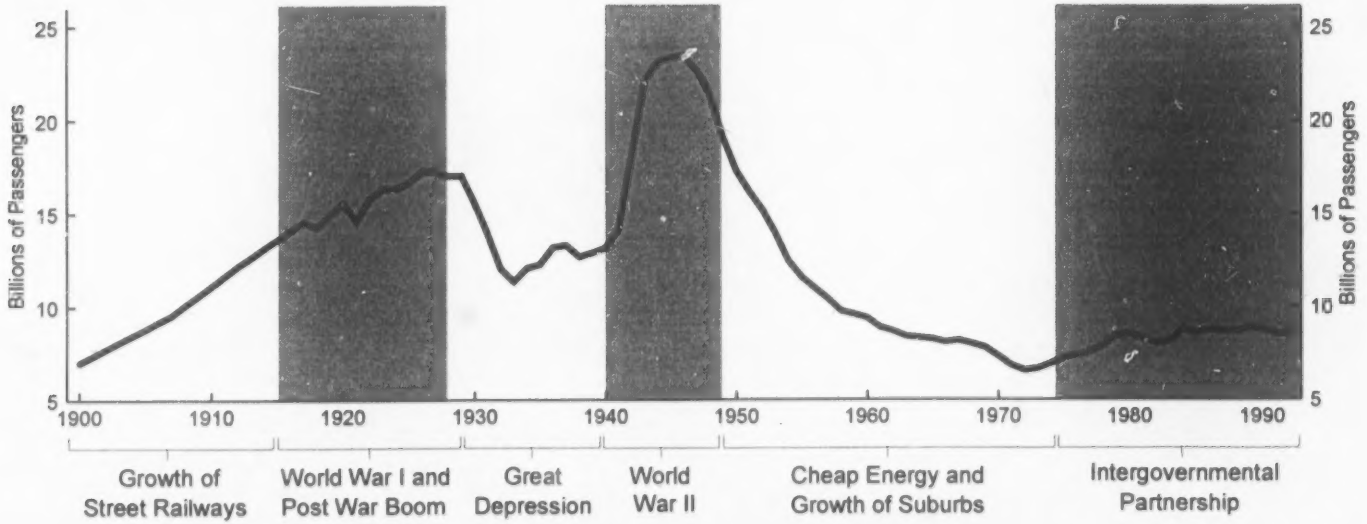
CALENDAR YEAR	2,000,000 AND OVER	500,000-2,000,000	250,000-500,000	100,000-250,000	50,000-100,000	LESS THAN 50,000	TOTAL PASSENGER RIDES/TRIPS
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	3,324	1,550	408	309	91	155	5,837
1981(b)	3,300	1,539	300	242	92	121	5,594
1982	3,130	1,459	286	237	91	121	5,324
1983	3,210	1,497	276	230	90	119	5,422
1984	3,488	1,627	294	210	90	199	5,908
1985	3,338	1,557	295	214	86	185	5,675
1986	3,297	1,586	333	239	99	199	5,753
1987	3,197	1,504	312	221	96	284	5,614
1988	3,178	1,519	306	222	92	273	5,590
1989	3,185	1,512	322	226	95	280	5,620
1990(c)	3,604	1,270	230	227	89	257	5,677
1991	3,537	1,261	233	230	95	268	5,624
P 1992	3,435	1,267	226	240	95	262	5,525

P = Preliminary

(a) Prior to 1984, excludes most rural and smaller systems. Series not continuous between 1983 and 1984.
(b) From 1981 through 1989 transit systems assigned by population of urbanized area based on 1980 United States Census of Population.
(c) Beginning in 1990 transit systems assigned by population of urbanized area based on 1990 United States Census of Population.

TABLE 33

Major Trends of Transit Ridership



Transit ridership has gone through six major cycles of growth and decline during the Twentieth Century influenced by social and economic forces external to transit. From 1900 to 1929 transit ridership grew steadily; first due to technical innovation and investment opportunities during the early development of street railways and then due to the economic boom of World War I and the post-war period. The Great Depression caused a steep decline in ridership between 1929 and 1939 as people made fewer work trips and often could not afford to take pleasure trips. A new federal law limiting utilities' ability to subsidize transit, as had been normal practice, led to a decline in transit capital facilities. World War II caused motor fuel rationing and an economic boom that led to a new rapid growth cycle in transit ridership. Ridership quickly declined from artificially high war levels as people fled to suburbs spurred on by cheap fuel and government policy favoring low-density suburban growth. In 1973 the ridership cycle reversed again and transit began a modest growth based on a partnership of local, state, and federal government committed to improving America's transportation infrastructure.

TABLE 34

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1992 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	SYSTEM TOTAL (30 LARGEST SYSTEMS)			
1	Metropolitan Transportation Authority (b)	New York, NY	2,201.4	25.8
2	Regional Transportation Authority (b)	Chicago, IL	614.1	7.2
3	Los Angeles County Metropolitan Transp. Auth.	Los Angeles, CA	419.8	4.9
4	Washington Metropolitan Area Transit Authority	Washington, DC	353.9	4.2
5	Massachusetts Bay Transportation Authority	Boston, MA	323.7	3.8
6	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	323.5	3.8
7	San Francisco Municipal Railway	San Francisco, CA	240.4	2.8
8	New Jersey Transit Corporation (b)	New York, NY	219.7	2.6
9	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	141.1	1.7
10	Mass Transit Administration, Maryland DOT	Baltimore, MD	106.0	1.2
11	New York City Department of Transportation	New York, NY	98.1	1.2
12	Metropolitan Transit Authority of Harris County	Houston, TX	85.0	1.0
13	Municipality of Metropolitan Seattle	Seattle, WA	83.7	1.0
14	San Francisco Bay Area Rapid Transit District	San Francisco, CA	79.4	0.9
15	Port Authority of Allegheny County	Pittsburgh, PA	77.8	0.9
16	City of Detroit Department of Transportation	Detroit, MI	75.8	0.9
17	City & County of Honolulu Dept. of Transp. Services	Honolulu, HI	73.5	0.9
18	Metro-Dade Transit Agency	Miami, FL	73.4	0.9
19	Alameda-Contra Costa Transit District	San Francisco, CA	69.7	0.8
20	Regional Transit Authority of Orleans & Jefferson	New Orleans, LA	68.0	0.8
21	Metropolitan Transit Commission	Minneapolis, MN	66.3	0.8
22	Port Authority of New York and New Jersey	New York, NY	62.0	0.7
23	Tri-County Metropolitan Transp. Dist. of Oregon	Portland, OR	61.4	0.7

TABLE 34 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1992 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	SYSTEM TOTAL (30 LARGEST SYSTEMS), continued.			
24	Regional Transportation District	Denver, CO	59.1	0.7
25	Milwaukee County Department of Transportation	Milwaukee, WI	58.6	0.7
26	Greater Cleveland Regional Transit Authority	Cleveland, OH	58.5	0.7
27	Dallas Area Rapid Transit	Dallas, TX	57.5	0.7
28	San Diego Metropolitan Transit System (b)	San Diego, CA	53.0	0.6
29	Santa Clara County Transportation Agency	San Jose, CA	49.4	0.6
30	VIA Metropolitan Transit	San Antonio, TX	46.3	0.5
	MOTOR BUS (25 LARGEST SYSTEMS)			
1	Metropolitan Transportation Authority (b)	New York, NY	675.0	12.2
2	Regional Transportation Authority (b)	Chicago, IL	407.9	7.4
3	Los Angeles County Metropolitan Transp. Auth.	Los Angeles, CA	406.1	7.4
4	New Jersey Transit Corporation (b)	New York, NY	174.9	3.2
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	168.6	3.1
6	Washington Metropolitan Area Transit Authority	Washington, DC	167.2	3.0
7	San Francisco Municipal Railway	San Francisco, CA	102.6	1.9
8	Massachusetts Bay Transportation Authority	Boston, MA	94.0	1.7
9	Mass Transit Administration, Maryland DOT	Baltimore, MD	89.1	1.6
10	Metropolitan Transit Authority of Harris County	Houston, TX	84.4	1.5
11	New York City Department of Transportation	New York, NY	80.0	1.4
12	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	76.9	1.4
13	City of Detroit Department of Transportation	Detroit, MI	75.8	1.4

TABLE 34 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1992 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	MOTOR BUS (25 LARGEST SYSTEMS), continued.			
14	City & County of Honolulu Dept. of Transp. Services	Honolulu, HI	73.0	1.3
15	Alameda-Contra Costa Transit District	San Francisco, CA	69.7	1.3
16	Metropolitan Transit Commission	Minneapolis, MN	66.3	1.2
17	Port Authority of Allegheny County	Pittsburgh, PA	65.6	1.2
18	Regional Transit Authority of Orleans and Jefferson	New Orleans, LA	61.0	1.1
19	Regional Transportation District	Denver, CO	58.9	1.1
20	Municipality of Metropolitan Seattle	Seattle, WA	58.0	1.0
21	Milwaukee County Department of Transportation	Milwaukee, WI	57.9	1.0
22	Dallas Area Rapid Transit	Dallas, TX	56.6	1.0
23	Metro-Dade Transit Agency	Miami, FL	55.9	1.0
24	Tri-County Metropolitan Transp. Dist. of Oregon	Portland, OR	53.3	1.0
25	Greater Cleveland Regional Transit Authority	Cleveland, OH	47.5	0.9
	HEAVY RAIL			
1	Metropolitan Transportation Authority (b)	New York, NY	1,378.7	62.5
2	Washington Metropolitan Area Transit Authority	Washington, DC	186.8	8.5
3	Massachusetts Bay Transportation Authority	Boston, MA	180.7	8.2
4	Regional Transportation Authority	Chicago, IL	137.4	6.2
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	79.8	3.6
6	San Francisco Bay Area Rapid Transit District	San Francisco, CA	77.2	3.5
7	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	64.1	2.9
8	Port Authority of New York and New Jersey	New York, NY	60.1	2.7

TABLE 34 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1992 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	HEAVY RAIL, continued.			
9	Metro-Dade Transit Agency	Miami, FL	13.7	0.6
10	Mass Transit Administration, Maryland DOT	Baltimore, MD	12.0	0.5
11	Port Authority Transit Corp. of PA & NJ	Philadelphia, PA	11.2	0.5
12	Greater Cleveland Regional Transit Authority	Cleveland, OH	5.6	0.3
	Los Angeles County Metropolitan Transp. Auth. (c)	Los Angeles, CA	NA	NA
	LIGHT RAIL			
1	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	41.6	22.0
2	San Francisco Municipal Railway	San Francisco, CA	40.0	21.2
3	Massachusetts Bay Transportation Authority	Boston, MA	24.9	13.2
4	San Diego Metropolitan Transit System	San Diego, CA	17.2	9.1
5	Los Angeles County Metropolitan Transp. Auth.	Los Angeles, CA	11.3	6.0
6	Port Authority of Allegheny County	Pittsburgh, PA	8.7	4.6
7	Niagara Frontier Transit Metro System	Buffalo, NY	8.6	4.6
8	Tri-County Metropolitan Transp. Dist. of Oregon	Portland, OR	7.7	4.1
9	Regional Transit Authority of Orleans and Jefferson	New Orleans, LA	6.9	3.7
10	Sacramento Regional Transit District	Sacramento, CA	6.8	3.6
11	Santa Clara County Transportation Agency	San Jose, CA	6.1	3.2
12	Greater Cleveland Regional Transit Authority	Cleveland, OH	5.0	2.6
13	New Jersey Transit Corporation	Newark, NJ	3.1	1.6
14	Tandy Corporation/Dillard's Department Store	Fort Worth, TX	1.6	0.8
15	Mass Transit Administration, Maryland DOT	Baltimore, MD	0.2	0.1
16	Municipality of Metropolitan Seattle	Seattle, WA	0.2	0.1

TABLE 34 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1992 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	LIGHT RAIL, continued.			
17	McKinney Avenue Transit Authority	Dallas, TX	0.2	0.1
18	Island Transit	Galveston, TX	0.1	0.1
19	City of Detroit Department of Transportation	Detroit, MI	0.0	0.0
	Bi-State Development Agency (d)	Saint Louis, MO	NA	NA
	Memphis Area Transit Authority (d)	Memphis, TN	NA	NA
	Dallas Area Rapid Transit	Dallas, TX	UC	UC
	Regional Transportation District	Denver, CO	UC	UC
	COMMUTER RAIL (c)			
1	Metropolitan Transportation Authority (b)	New York, NY	147.7	47.0
2	Regional Transportation Authority	Chicago, IL	66.1	21.1
3	New Jersey Transit Corporation	New York, NY	41.7	13.3
4	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	22.0	7.0
5	Massachusetts Bay Transportation Authority	Boston, MA	19.9	6.3
6	San Mateo County Transit District	San Francisco, CA	6.9	2.2
7	Mass Transit Administration, Maryland DOT	Baltimore, MD	4.5	1.4
8	Northern Indiana Commuter Transportation District	Chicago, IL	3.3	1.1
9	Tri-County Commuter Rail Authority	Miami, FL	2.3	0.7
10	Connecticut Department of Transportation	New Haven, CT	0.3	0.1
11	California Department of Transportation	Los Angeles, CA	0.2	0.1
12	Pennsylvania Department of Transportation	Philadelphia, PA	0.2	0.1
13	Orange County Transportation Authority	Los Angeles, CA	0.1	0.0
	Southern California Regional Rail Authority (d)	Los Angeles, CA	NA	NA
	Virginia Railway Express (d)	Washington, DC	NA	NA
	Dallas Area Rapid Transit	Dallas, TX	UC	UC

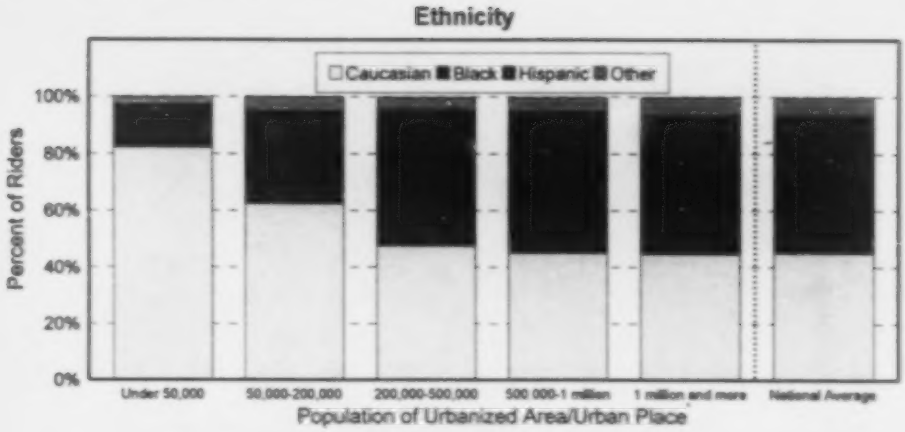
TABLE 34 (continued)

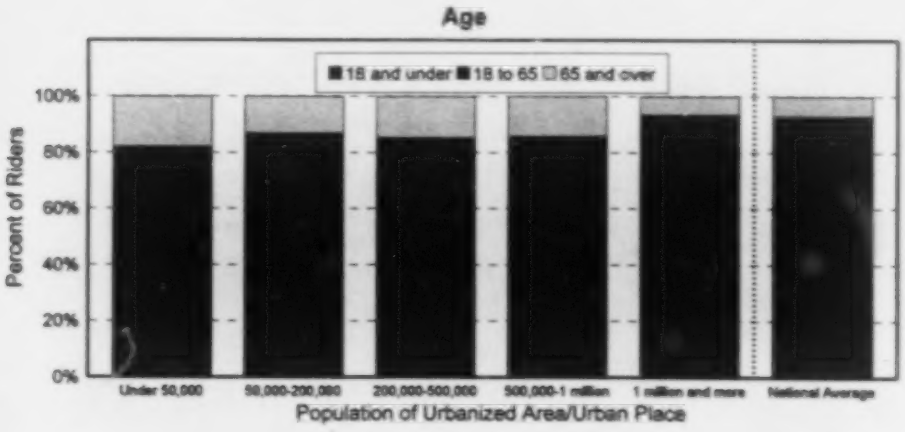
Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1992 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	TROLLEYBUS			
1	San Francisco Municipal Railway	San Francisco, CA	86.9	68.4
2	Municipality of Metropolitan Seattle	Seattle, WA	23.4	18.4
3	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	11.1	8.7
4	Massachusetts Bay Transportation Authority	Boston, MA	3.2	2.5
5	Miami Valley Regional Transit Authority	Dayton, OH	2.1	1.7
	Los Angeles County Metropolitan Transp. Auth.	Los Angeles, CA	UC	UC
	PUBLICLY SUPPORTED URBAN FERRY BOAT (e)			
1	New York City Dept. of Transport. Staten Island Ferry	New York, NY	17.9	38.1
2	Washington State Department of Transportation	Seattle WA	13.2	28.1
3	Texas State Department of Transportation and Highways	Galveston, TX	5.7	12.1
4	Mississippi River Bridge Authority	New Orleans, LA	3.3	7.0
5	Port Authority of New York and New Jersey	New York, NY	1.8	3.8
6	Golden Gate Bridge, Highway and Transportation Dist.	San Francisco, CA	1.5	3.2
7	Plaquemines Parish	New Orleans, LA	1.0	2.1
8	Casco Bay Transit District	Portland, ME	0.7	1.5
9	Tidewater Transportation District Commission	Norfolk, VA	0.5	1.1
10	Massachusetts Bay Transportation Authority	Boston, MA	0.4	0.9
11	Connecticut Department of Transportation	Hartford, CT	0.4	0.9
12	Vallejo Transit System	Vallejo, CA	0.3	0.6
13	Pierce County Ferry	Tacoma, WA	0.1	0.2
14	Kitsap Transit	Bremerton, WA	0.0	0.0

TABLE 35

Profiles of Transit Riders





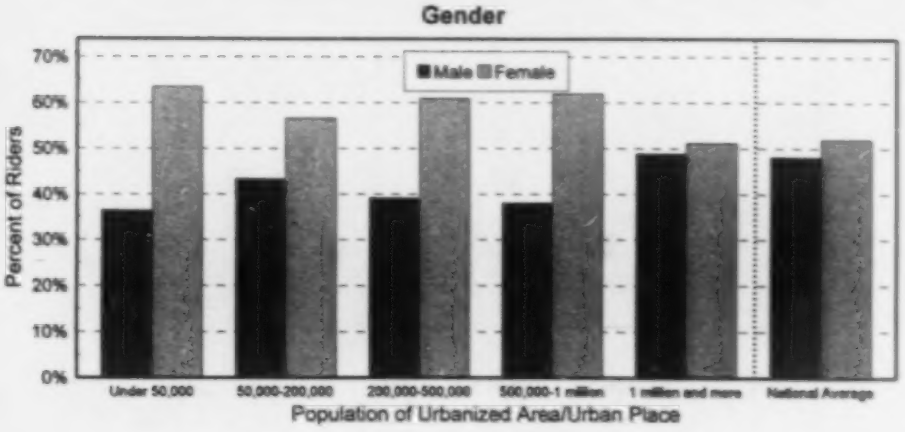
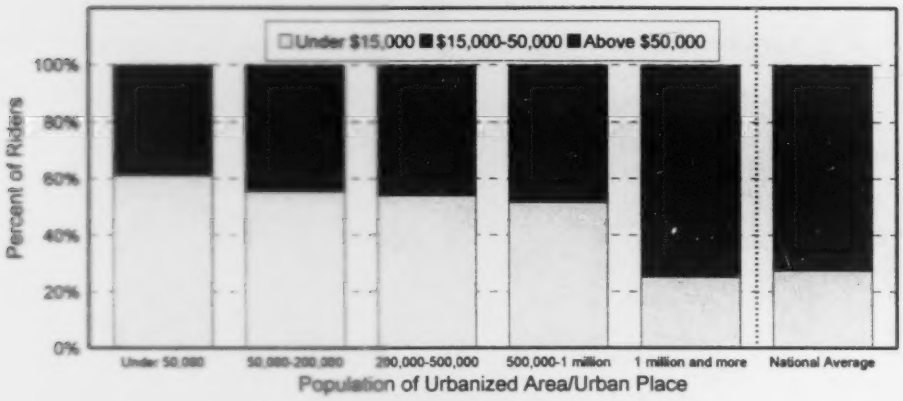


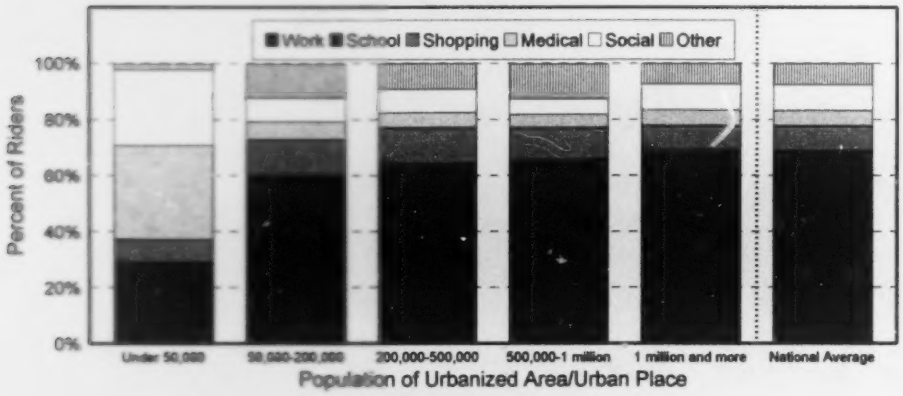
TABLE 35

Profiles of Transit Riders (continued)

Income



Trip Purpose



Riders with Disabilities

Population of Urbanized Area/Urban Place	Percent with Disabilities
National Average	1.2%
1 million and more	1.1%
500,000-1 million	1.4%
200,000-500,000	2.5%
50,000-200,000	6.0%
Under 50,000	5.2%

Source: APTA, *Americans in Transit*, 1992.

TABLE 36

Means of Transportation to Work, 1990

Means	Percent
Automobiles/Vans/Motorcycles	
Single-occupant	73.4
2-person carpool	10.5
3-or-more person carpool/vanpool	2.8
Transit	5.1
Walked	3.9
Worked at home	3.0
Bicyle	0.4
Taxi	0.2
All other	0.7
Total	100.0

Source: *New Perspectives in Commuting*, Federal Highway Administration, 1992.

TABLE 37

U.S. Cities with Highest Percentage of Workers Using Public Transportation, 1990

CITY	PER CENT USING PUBLIC TRANSPORTATION
New York, NY	53.4%
Hoboken, NJ	51.0
Jersey City, NJ	36.7
Washington, DC	36.6
San Francisco, CA	33.5
Boston, MA	31.5
Chicago, IL	29.7
Philadelphia, PA	28.7
Atlantic City, NJ	26.2
Arlington, VA	25.4
Newark, NJ	24.6
Cambridge, MA	23.5
Pittsburgh, PA	22.2
Baltimore, MD	22.0
Evanston, IL	20.9
Atlanta, GA	20.0
White Plains, NY	19.1
Camden, NJ	18.1
Oakland, CA	17.9
Hartford, CT	17.1
New Orleans, LA	16.9
Idaho Falls, ID	16.5
Minneapolis, MN	16.0
Seattle, WA	15.9
Berkeley, CA	15.2
Albany, NY	15.1

Source: U.S. Census Bureau, 1990 Census, Journey to Work, Characteristics of Workers in Metropolitan Areas

SECTION V

Vehicles and Equipment

TABLE 34 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1992 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	OTHER PUBLICLY SUPPORTED RAIL MODES			
1	San Francisco Municipal Railway (Cable car)	San Francisco, CA	10.7	42.8
2	Detroit Transit Corporation (Automated guideway)	Detroit, MI	3.1	12.4
3	Metro-Dade Transit Agency (Automated guideway)	Miami, FL	2.7	10.8
4	West Virginia University (Automated guideway)	Morgantown, WV	2.4	9.6
5	Municipality of Metropolitan Seattle (Monorail)	Seattle, WA	2.2	8.8
6	Roosevelt Island Aerial Tramway (Aerial tramway)	New York, NY	1.6	6.4
7	Port Authority of Allegheny County (Inclined plane)	Pittsburgh, PA	1.4	5.6
8	Cambria County Transit Authority (Inclined plane)	Johnstown, PA	0.9	3.6
9	Harbour Island People Mover (Automated guideway)	Tampa, FL	0.5	2.0
10	Las Colinas Area Pers. Tr. Sys. (Auto. guideway)	Las Colinas, TX	0.5	2.0
11	Chattanooga Area Reg. Transp. Auth. (Inclined plane)	Chattanooga, TN	0.4	1.6
12	Jacksonville Transport. Auth. (Automated guideway)	Jacksonville, FL	0.3	1.2
13	Fenelon Place Elevator (Inclined plane)	Dubuque, IA	0.1	0.4

NA = Not available. UC = Under construction.

(a) Data includes both directly operated and purchased service; some numbers are estimates.
(b) Includes all operating subsidiaries.
(c) Excludes commuter-type services operated independently by Amtrak.
(d) Opened in fiscal year 1993 or fiscal year 1994.
(e) Excludes 13 private urban ferry companies and over 200 international, rural, island, and urban park ferries.

TABLE 38

Trend of Passenger Miles

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL PASSENGER MILES(a)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	407	10,760	6,492	204	21,393	--	390	39,646
1980	381	10,558	6,516	219	21,790	--	390	39,854
1981	346	10,244	6,236	254	21,012	--	390	38,482
1982	379	10,049	6,027	295	19,987	--	387	37,124
1983	391	10,350	6,097	325	20,047	--	392	37,602
1984	416	10,111	6,207	364	21,595	349	382	39,424
1985	350	10,427	6,534	306	21,161	364	439	39,581
1986	361	10,649	6,723	305	21,395	402	369	40,204
1987	405	11,198	6,818	223	20,970	374	360	40,348
1988	477	11,300	6,964	211	20,753	441	434	40,580
1989	509	12,030	7,211	199	20,768	428	458	41,603
1990	571	11,475	7,082	193	20,981	431	410	41,143
1991	662	10,528	7,344	195	21,090	454	430	40,703
P 1992	704	10,737	7,342	197	20,404	511	490	40,385

P = Preliminary

(a) Prior to 1984 excludes demand response and most rural and smaller systems funded via Sections 18 and 16(b)2, Federal Transit Act. Series not continuous between 1983 and 1984.

TABLE 39

Trend of Vehicle Miles Operated

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL VEHICLE MILES OPERATED(a)	TOTAL MOTOR BUS MILE EQUIVALENTS(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL						
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	19.1	380.5	176.0	11.7	1,633.6	--	15.4	2,236.3	--
1980	17.5	384.7	179.0	13.0	1,677.2	--	15.4	2,286.8	--
1981	16.5	420.1	176.0	11.9	1,684.6	--	15.4	2,324.5	--
1982	16.1	429.1	175.0	13.7	1,668.8	--	15.4	2,318.1	--
1983	16.0	407.5	177.0	15.0	1,677.8	--	12.6	2,305.9	--
1984	16.8	435.8	167.9	15.3	1,844.7	256.1	13.0	2,749.5	3,461.9
1985	16.5	450.8	182.7	15.5	1,862.9	247.4	14.9	2,790.7	3,552.1
1986	17.0	475.8	188.6	14.7	2,002.3	274.5	12.9	2,985.8	3,765.7
1987	18.4	490.2	188.9	15.0	2,079.4	250.0	13.3	3,055.2	3,879.1
1988	20.8	517.4	202.2	14.7	2,097.3	288.9	16.0	3,157.3	4,011.2
1989	21.3	532.1	209.6	14.5	2,109.3	300.4	15.7	3,202.9	4,080.4
1990	24.2	536.7	212.7	13.8	2,129.9	305.9	18.3	3,241.5	4,127.5
1991	27.6	527.2	214.9	13.6	2,166.6	335.0	21.5	3,306.4	4,159.1
P 1992	28.7	525.4	218.7	14.0	2,185.0	381.6	30.6	3,384.0	4,201.8

P = Preliminary -- Data not available

(a) Prior to 1984 excludes demand response and most rural and smaller systems funded via Sections 18 and 16(b)2, Federal Transit Act. Series not continuous between 1983 and 1984.

(b) Estimate based on average seating plus standing capacity of vehicle compared to that of a motor bus (70 passengers): light rail = 1.7, heavy rail = 2.6, commuter rail = 2.2, trolleybus = 1.0, demand response = 0.2, other = 1.0.

TABLE 40

Trend of Vehicle Hours Operated

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL VEHICLE HOURS
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1986	1.5	25.6	5.8	1.9	153.7	21.7	0.8	211.0
1987	1.6	26.0	5.8	1.9	160.3	21.9	1.1	218.6
1988	1.8	27.4	6.4	1.9	160.5	23.5	1.2	222.7
1989	1.9	28.2	6.6	1.8	161.4	24.0	1.0	224.9
1990	2.0	28.4	6.5	1.8	163.0	24.4	1.4	227.5
1991	2.2	24.6	6.4	1.8	163.8	26.3	1.4	226.5
P 1992	2.2	25.6	6.5	1.8	165.3	30.0	1.7	233.1

P = Preliminary

TABLE 41

Transit Passenger Vehicles

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS(a)	DEMAND RESPONSE	OTHER(a)	TOTAL PASSENGER VEHICLES(a)(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL(a)					
PASSENGER VEHICLES OWNED AND LEASED								
1979	959	9,470	4,402	725	54,490	--	--	70,046
1980	1,013	9,641	4,500	823	59,411	--	--	75,388
1981	1,075	9,749	4,465	751	60,393	--	--	76,433
1982	1,016	9,815	4,497	763	62,114	--	--	78,205
1983	1,013	9,891	4,423	686	62,093	--	--	78,106
ACTIVE PASSENGER VEHICLES								
1984	733	9,083	4,075	664	67,294	14,164	888	96,901
1985	717	9,326	4,035	676	64,258	14,490	867	94,368
1986	697	10,386	4,440	680	66,218	15,346	942	98,709
1987	766	10,168	4,686	671	63,017	15,944	875	96,127
1988	831	10,539	4,649	710	62,572	16,812	1,096	97,209
1989	755	10,506	4,472	725	58,919	15,856	1,060	92,293
1990	913	10,419	4,415	832	58,714	16,471	1,197	92,961
1991	1,095	10,331	4,370	752	60,377	17,879	1,595	96,399
P 1992	1,058	10,245	4,413	907	61,959	19,566	2,126	100,274

P = Preliminary -- Data not available

(a) Demand response and other mode data not available prior to 1984.
(b) Prior to 1984 includes total vehicles owned and leased. Also prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b)(2), Federal Transit Act. Series not continuous between 1983 and 1984.

TABLE 42

New Transit Passenger Vehicles Delivered

CALENDAR YEAR	RAILWAY CARS(d)			TROLLEY BUSES	MOTOR BUSES & DEMAND RESPONSE(a)				TOTAL PASSENGER VEHICLES(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL	
1975-79(c)	171	1,371	--	600	2,381	1,039	16,268	19,688	21,830
1980	32	130	--	98	287	143	4,142	4,572	4,832
1981	188	276	--	0	153	171	3,735	4,059	4,523
1982	10	126	--	0	67	138	2,757	2,962	3,098
1983	30	88	--	0	151	74	3,856	4,081	4,199
1984	59	521	128	0	393	509	2,992	3,894	4,602
1985	63	441	179	0	353	220	2,794	3,367	4,050
1986	149	854	140	0	739	240	2,400	3,379	4,522
1987	51	758	198	47	1,091	429	2,704	4,224	5,278
1988	24	311	74	4	767	474	2,308	3,548	3,961
1989	52	207	56	0	1,353	771	2,836	4,960	5,275
1990	55	10	83	118	1,389	489	2,901	4,779	5,045
1991	17	6	187	149	1,781	411	2,530	4,722	5,081
P 1992	35	163	110	0	1,200	526	1,634	3,360	3,668

P = Preliminary — Data not available

(a) Motor buses and demand response only; excludes vanpool vans. Excludes most demand response, rural and smaller systems prior to 1984. Series not continuous for motor buses and demand response between 1983 and 1984.
(b) Excludes vanpool vans, ferry boats, and other modes not listed.
(c) Five-year totals.
(d) Source for railway modes after 1983; Railway Age, January issue.

TABLE 43

New Motor Buses & Demand Response Vehicles Delivered by Length

	CALENDAR YEAR	27'5" & BELOW	27'6" - 32'5"	32'6" - 37'5"	37'6" - 45'0"	ARTICULATED/ DOUBLE DECK	TOTAL
	1988	599	250	518	2,181	0	3,548
	1989	1,151	320	810	2,635	44	4,960
	1990	932	450	567	2,782	48	4,779
	1991	1,430	395	357	2,460	80	4,722
P	1992	926	267	554	1,579	35	3,360

P = Preliminary R = Revised

TABLE 44

Characteristics of the Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAILROAD
Vehicles Owned and Leased	1988	66,139	10,925	967	729	4,714
	1989	61,276	10,649	1,034	729	4,490
	1990	61,063	10,562	1,062	847	4,574
	1991	63,154	10,410	1,304	817	4,473
	P 1992	65,082	10,393	1,264	963	4,538
Vehicles in Active Service	1988	62,572	10,539	831	710	4,649
	1989	58,919	10,506	755	725	4,472
	1990	58,714	10,419	913	832	4,415
	1991	60,377	10,331	1,095	752	4,370
	P 1992	61,959	10,245	1,058	907	4,413
Vehicles with Major Rehabilitation	1988	6,614	2,373	155	0	2,037
	1989	6,740	3,576	155	0	2,290
	1990	6,228	3,918	272	0	2,093
	1991	6,063	4,889	363	0	2,111
	P 1992	9,111	5,172	308	0	2,196

*As of December 31. – Data not available P = Preliminary

TABLE 44 (continued)

Characteristics of the Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAILROAD
Average Age (Years)	1988	8.3	16.0	20.2	11.0	16.3
	1989	8.2	15.2	19.6	12.0	16.8
	1990	8.1	17.3	20.1	11.2	17.2
	1991	8.0	18.1	20.9	10.5	17.6
	P 1992	8.7	18.5	20.8	11.9	18.1
Average Length	1988	38'2"	61'1"	59'3"	41'2"	84'8"
	1989	38'1"	60'9"	61'2"	41'2"	84'8"
	1990	37'8"	61'1"	64'6"	43'11"	84'10"
	1991	37'7"	61'1"	64'9"	46'4"	84'10"
	P 1992	39'4"	61'4"	65'10"	45'10"	84'10"
Average Number of Seats	1988	43.2	55.4	56.5	49.1	120.3
	1989	42.7	55.6	57.4	49.1	122.5
	1990	41.7	55.7	57.3	50.7	125.6
	1991	41.2	55.7	57.6	52.1	126.7
	P 1992	43.8	55.7	58.4	52.2	127.0

*As of December 31. -- Data not available P = Preliminary

TABLE 44 (continued)

Characteristics of the Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAILROAD
Vehicles Equipped with Air Conditioning	1988	51,522	9,214	350	174	4,692
	1989	48,040	9,725	396	174	4,366
	1990	49,156	9,749	600	174	4,574
	1991	52,607	9,749	756	174	4,473
	P 1992	53,953	9,853	751	172	4,538
Vehicles Equipped with Two-Way Radios	1988	57,541	8,810	636	725	3,117
	1989	54,536	8,530	619	725	2,903
	1990	55,384	8,407	765	783	2,982
	1991	56,775	8,158	954	765	2,858
	P 1992	61,177	8,003	918	957	2,873
Vehicles with Wheelchair Accessibility	1988	23,876	(a)	(a)	229	(a)
	1989	24,633	(a)	(a)	229	(a)
	1990	26,562	(a)	(a)	279	(a)
	1991	31,261	(a)	(a)	350	(a)
	P 1992	33,062	8,605	514	453	1,470

*As of December 31. -- Data not available P = Preliminary

(a) Wheelchair accessibility for high-platform-boarding railcars is provided by station modifications; beginning in 1992 data reported includes lift and ramp-equipped railcars and high-platform accessibility.

TABLE 45

Motor Buses by Manufacturer (a)

MANUFACTURER	NUMBER OWNED AND LEASED	PERCENT
General Motors Truck & Coach Division (after 1987: Truck only)	13,900	26.9%
Flxible (includes Grumman Flxible)	12,080	23.4
Neoplan USA Corporation	4,118	8.0
Transportation Manufacturing Corporation	4,016	7.8
Gillig Corporation	3,634	7.0
Bus Industries of America (Ontario Bus Industries)	2,677	5.2
Motor Coach Industries	2,279	4.4
M.A.N. Truck and Bus Corporation	2,185	4.2
New Flyer Industries and New Flyer of America (Flyer)	2,012	3.9
Diesel Division, General Motors of Canada	1,096	2.1
AM General Corporation	557	1.1
America Ikarus (Ikarus USA)	356	.7
Eagle Coach Corporation	318	.6
Blue Bird Corporation	310	.6
Chance Coach	255	.5
Crown Coach Corporation	238	.5
Volvo of America Corporation	227	.4
Saab-Scania	223	.4

SECTION VI

Employment

TABLE 45 (continued)

Motor Buses by Manufacturer (a)

MANUFACTURER	NUMBER OWNED AND LEASED	PERCENT
Stewart & Stevenson Services	157	.3
National Coach Corporation	121	.2
Thomas Built Buses	90	.2
Boyertown Auto Body Works	76	.1
New Goshen Coach Corporation (Goshen)	66	.1
Champion Motor Coach	62	.1
Transportation Vehicles	56	.1
Collins Bus Corporation	52	.1
Carpenter Manufacturing	50	.1
ElDorado Bus Corporation (El Dorado Motor Corporation)	48	.1
MCR Technology & Walter Vetter Gmbh & Company	41	.1
Skillcraft Industries	39	.1
Supreme Corporation	34	.1
Others	252	.5
Total	51,625	100.0

(a) Data as of January 1, 1993 from APTA survey of 300 major transit systems. Understates shares of small vehicle manufacturers since most smaller transit systems not reporting data to survey only purchase small vehicles.

TABLE 46

Motor Buses by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1993 (model year built in 1992)	20	19	NA	NA
1992	2,130	2,058	4.1	4.2
1991	3,059	3,042	5.9	6.2
1990	3,856	3,829	7.5	7.8
1989	3,714	3,698	7.2	7.5
1988	2,867	2,862	5.6	5.8
1987	2,859	2,848	5.5	5.8
1986	3,032	3,021	5.9	6.1
1985	3,428	3,381	6.6	6.9
1984	2,937	2,878	5.7	5.9
1983	4,107	4,013	8.0	8.2
1982	2,868	2,739	5.6	5.6
1981	3,991	3,864	7.7	7.9
1977-1980	7,943	6,919	15.4	14.1
1976 and earlier	4,814	3,975	9.3	8.1
Total	51,625	49,146	100.0%	100.0%
Average Age in Years**	8.7	8.4	---	---

**1992 = 0.5 years old; 1991 = 1.5 years old; 1990 = 2.5 years old; etc.

(a) Data as of January 1, 1993 from APTA survey of 300 major transit systems. Understates shares of eight most recent years since most smaller transit systems not reporting data to survey purchase primarily vehicles that last less than eight years.

TABLE 47

Trolleybuses by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1992	0	0	---	---
1991	114	102	11.8	11.5
1990	118	118	12.3	13.3
1989	0	0	---	---
1988	4	4	.4	.4
1987	46	46	4.8	5.2
1980-1986	0	0	---	---
1979	219	202	22.7	22.7
1978	0	0	---	---
1977	62	32	6.4	3.6
1976	391	384	40.6	43.1
1971-1975	3	2	.3	.2
1945-1970	0	0	---	---
1944 and earlier	6	0	.6	---
Total	963	890	100.0%	100.0%
Average Age in Years**	11.9	11.6	---	---

**1992 = 0.5 years old; 1991 = 1.5 years old; 1990 = 2.5 years old; etc.

(a) Data as of January 1, 1993 from APTA survey of all 5 trolleybus systems.

TABLE 48

Heavy Rail Cars by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1992	227	208	2.2	2.0
1991	8	8	.1	.1
1990	14	14	.1	.1
1989	97	96	.9	.9
1988	345	343	3.3	3.4
1987	206	206	2.0	2.0
1986	664	664	6.4	6.5
1985	248	248	2.4	2.4
1984	1,116	1,116	10.8	10.9
1983	534	534	5.2	5.2
1978-1982	867	864	8.4	8.4
1973-1977	680	655	6.6	6.4
1968-1972	1,872	1,861	18.1	18.2
1967 and earlier	3,451	3,421	33.4	33.4
Total	10,329	10,238	100.0%	100.0%
Average Age in Years**	18.5	18.5	---	---

**1992 = 0.5 years old; 1991 = 1.5 years old; 1990 = 2.5 years old; etc.

(a) Data as of January 1, 1993 from APTA survey of all 13 heavy rail systems.

TABLE 49

Light Rail Cars by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1992	35	25	2.8	2.5
1991	16	16	1.3	1.6
1990	30	30	2.4	3.0
1989	47	47	3.8	4.7
1988	20	20	1.6	2.0
1987	100	98	8.0	9.8
1986	132	130	10.6	13.0
1985	32	32	2.6	3.2
1984	26	26	2.1	2.6
1983	0	0	---	---
1982	10	10	.8	1.0
1981	188	188	15.1	18.9
1977-1980	262	236	21.1	23.7
1954-1976	0	0	---	---
1953 and earlier	346	139	27.8	13.9
Total	1,244	997	100.0%	100.0%
Average Age in Years**	20.8	15.5	---	---

**1992 = 0.5 years old; 1991 = 1.5 years old; 1990 = 2.5 years old; etc.

(a) Data as of January 1, 1993 from APTA survey of 15 of 19 light rail systems. Most missing vehicles are over 50 years old.

TABLE 50

Commuter Rail Cars by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1992	119	119	2.6	2.7
1991	156	156	3.4	3.5
1990	90	89	2.0	2.0
1989	53	53	1.1	1.2
1988	143	143	3.1	3.2
1987	138	138	3.0	3.1
1986	68	68	1.5	1.5
1985	252	252	5.5	5.6
1984	142	142	3.1	3.2
1983	16	16	.3	.4
1978-1982	489	417	10.6	9.3
1973-1977	767	739	16.6	16.5
1968-1972	1,348	1,348	29.2	30.0
1967 and earlier	832	806	18.0	18.0
Total	4,613	4,486	100.0%	100.0%
Average Age in Years**	18.1	18.1	---	---

**1992 = 0.5 years old; 1991 = 1.5 years old; 1990 = 2.5 years old; etc.

(a) Data as of January 1, 1993 from APTA survey of 14 of 16 commuter rail systems. Vehicles missing are owned by AMTRAK and are about 15 years old.

SECTION VII

Energy and Environment

TABLE 56

Energy Efficiency of Transit

- A bus with as few as seven passengers is more fuel efficient than the average auto used for commuting.
- The fuel efficiency of a fully-occupied bus is six times greater than that of the average commuter auto.
- The fuel efficiency of a fully-occupied rail car is 15 times greater than that of the average commuter auto.
- A single person commuting via transit instead of driving alone will save 200 gallons of gasoline in a year.
- A 10 percent increase in transit ridership in the five largest U.S. cities would save 85 million gallons of gasoline a year.
- A 10 percent nationwide increase in transit ridership would save 135 million gallons of gasoline a year.

Every Commuter Who Switches From Driving Alone to Transit Saves 200 Gallons of Gasoline Per Year!

Source: APTA, *Public Transit - The Vehicle For Conserving Energy*, 1991.

TABLE 51

Trend of Transit Employment, Compensation, and Labor Costs*

CALENDAR YEAR	NUMBER OF EMPLOYEES(a)	SALARIES AND WAGES	FRINGE BENEFIT COSTS	TOTAL LABOR COSTS
		(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	177,900	$3,025.0	$1,090.4	$ 4,115.4
1980	187,000	3,280.9	1,353.1	4,634.0
1981	191,600	3,493.5	1,649.1	5,142.6
1982	193,500	3,731.4	1,756.5	5,487.9
1983	194,960	3,921.3	1,977.3	5,898.6
1984	263,197	5,487.8	2,716.7	8,204.5
1985	270,020	5,843.1	2,868.3	8,711.4
1986	277,854	6,119.2	3,125.9	9,245.1
1987	276,610	6,324.1	3,266.9	9,591.0
1988	275,583	6,675.0	3,528.9	10,203.9
1989	272,487	6,897.7	3,737.3	10,635.0
1990	272,839	7,226.3	3,986.0	11,212.3
1991	276,145	7,394.5	3,998.4	11,392.9
P 1992	275,594	7,777.6	4,404.7	12,182.3

P = Preliminary -- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Beginning 1980 equals employee equivalents of 2,080 labor hours each.

TABLE 52

Trend of Transit Employees by Job Category*

CALENDAR YEAR	NUMBER OF EMPLOYEES(a)(b)							
	VEHICLE OPERATORS(c)	OTHER OPERATIONS	VEHICLE MAINTENANCE	OTHER MAINTENANCE	ALL OTHER	TOTAL OPERATING	CAPITAL	TOTAL
1979	90,760	23,360	20,650	31,360	11,770	177,900	--	177,900
1980	95,690	22,830	22,220	32,350	13,910	187,000	--	187,000
1981	96,930	22,740	23,640	33,190	15,100	191,600	--	191,600
1982	95,800	22,580	24,830	33,240	17,500	193,950	--	193,950
1983	94,170	22,400	25,030	33,980	19,380	194,960	--	194,960
1984	122,843	32,397	31,420	43,227	25,522	255,409	7,788	263,197
1985	127,065	25,277	30,514	45,400	33,781	262,037	7,983	270,020
1986	129,263	24,543	33,621	45,629	36,052	269,108	8,746	277,854
1987	126,770	25,269	33,467	46,453	36,124	268,083	8,527	276,610
1988	126,565	25,149	33,743	44,054	35,971	265,482	10,101	275,583
1989	126,154	25,613	32,464	43,800	34,886	262,917	9,570	272,487
1990	127,039	23,517	31,424	44,282	35,914	262,176	10,663	272,839
1991	129,145	24,136	31,861	42,708	38,007	265,857	10,288	276,145
P 1992	129,462	24,197	31,926	42,799	38,108	266,492	9,102	275,594

P = Preliminary -- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Beginning 1980 equals employee equivalents of 2,080 labor hours each.

(b) Excludes an estimated 10,000-20,000 individuals not employed by transit systems whose compensation is classified as "services."

(c) Includes conductors.

TABLE 53

Trend of Transit Operating Employees by Mode (a)(b)

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
1984	3,242	47,047	21,884	2,012	154,326	23,798	3,100	255,409
1985	2,980	49,670	22,929	1,893	157,581	23,767	3,217	262,037
1986	3,511	51,028	22,414	2,140	165,839	20,664	3,512	269,108
1987	3,806	51,333	23,270	2,090	165,176	19,068	3,340	268,083
1988	3,922	46,212	23,188	2,039	165,407	21,391	3,323	265,482
1989	3,952	46,690	22,215	2,013	162,990	21,453	3,604	262,917
1990	4,066	46,102	21,443	1,925	162,189	22,740	3,711	262,176
1991	4,175	47,423	21,083	1,826	163,555	24,196	3,599	265,857
P 1992	3,742	47,075	20,888	1,686	162,509	26,940	3,652	266,492

P = Preliminary

(a) Based on employee equivalents of 2,080 labor hours equals one employee.
(b) Excludes capital employees and an estimated 10,000-20,000 individuals not employed by transit systems and whose compensation is classified as "services" –e.g. boiler repairman, marketing consultant, independent auditor.

TABLE 54

Trend of Fossil Fuel Consumption by Transit Passenger Vehicles*

CALENDAR YEAR	(GALLONS IN THOUSANDS)							(POUNDS)
	DIESEL						OTHER (a)	CNG #
1979	423,212						8,973	--
1980	431,400						11,400	--
1981	445,950						13,950	--
1982	455,590						11,670	--
1983	450,260						9,460	--
	COMMUTER RAIL	FERRY BOAT(b)	MOTOR BUS	DEMAND RESPONSE	ALL OTHER	TOTAL		
1984	58,320	21,624	505,049	15,371		600,364	49,907	--
1985	55,372	20,747	518,137	14,482		608,738	45,704	--
1986	54,608	22,655	546,892	15,868	21	640,044	38,156	--
1987	51,594	19,901	543,314	15,393	71	630,273	34,220	--
1988	53,054	19,202	552,658	15,090	65	640,069	40,055	--
1989	52,516	19,402	551,156	14,824	118	638,016	39,389	--
1990	52,681	19,627	563,151	15,497	74	651,030	33,906	--
1991	54,315	20,465	572,861	17,422	95	665,158	34,467	--
P 1992	55,556	20,782	575,337	19,975	223	671,873	43,061	7,531

P = Preliminary — Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

1992 will be first year data is available.

(a) Includes gasoline, propane, LPG, LNG, kerosene, and others.

(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 55

Trend of Electric Power Consumption by Transit Passenger Vehicles*

CALENDAR YEAR	(KILOWATT HOURS IN MILLIONS)					
1979	2,473					
1980	2,446					
1981	2,655					
1982	2,722					
1983	2,930					
	COMMUTER RAIL	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	ALL OTHER	TOTAL
1984	901	3,092		245		4,238
1985	1,043	2,928		245		4,216
1986	1,170	3,066	173	70	10	4,489
1987	1,155	3,219	191	70	21	4,656
1988	1,195	3,256	243	68	23	4,785
1989	1,293	3,286	242	68	23	4,912
1990	1,226	3,284	239	69	19	4,837
1991	1,239	3,248	274	72	20	4,853
P 1992	1,217	3,193	287	73	20	4,790

P = Preliminary

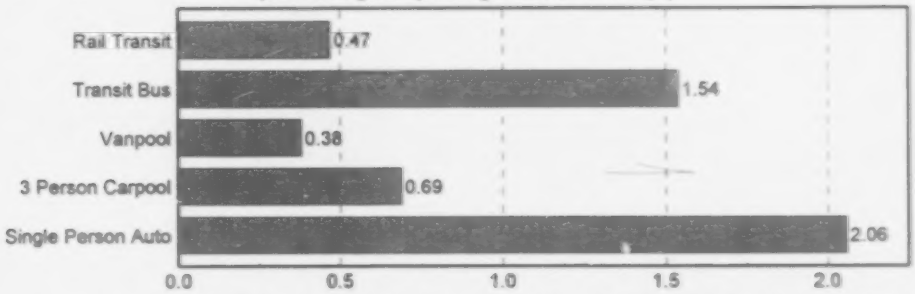
*Excludes commuter railroad and automated guideway prior to 1984. Series not continuous between 1983 and 1984.

TABLE 58

Pollution Reduction Resulting From Transit Use

Emissions of Nitrogen Oxides*

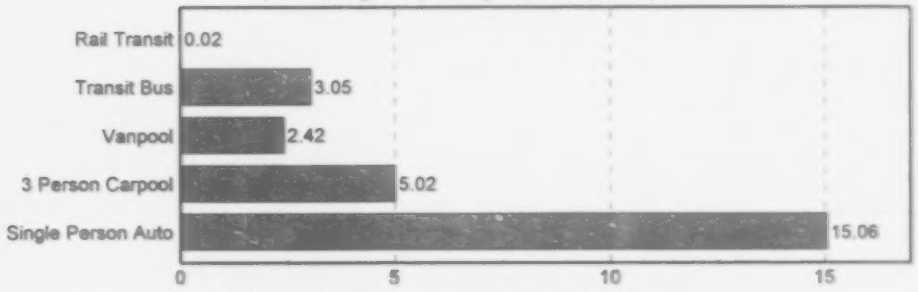
(Estimated grams/passenger-mile for work trips)



*Damages lung tissues. Also precursor of ozone which irritates respiratory tract and eyes, decreases the lungs' working ability and causes both cough and chest pain.

Emissions of Carbon Monoxide*

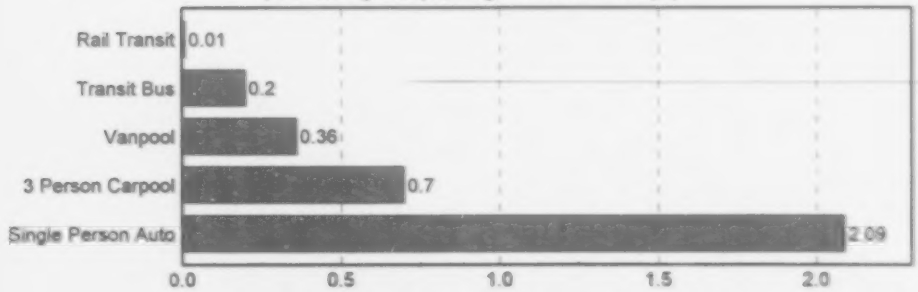
(Estimated grams/passenger-mile for work trips)



*Limits blood's ability to transport oxygen to body tissues. Can cause dizziness, headaches, impaired coordination and death.

Emissions of Hydrocarbons*

(Estimated grams/passenger-mile for work trips)



*Precursor of ozone which irritates respiratory tract and eyes, decreases the lungs' working ability and causes both cough and chest pain.

Source: APTA, *Mass Transit - The Clean Air Alternative*, 1991.

SECTION VIII

The Federal Transit Act

History and Provisions of the Federal Transit Act

In 1964 the United States Congress found that "the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs were being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." To remedy this situation, Congress enacted the Federal Transit Act, known as the Urban Mass Transportation Act of 1964 until 1991, which provided a program for transit systems to purchase capital equipment.

Continuing this commitment through its third decade, Congress enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The ISTEA not only authorizes higher levels of funding for transit than any previous law, it also provides for flexible use of additional funds for either highway or transit purposes and requires greater coordination of highway and transit planning to provide for the most efficient surface transportation system to meet local needs.

The federal transit assistance program has evolved over the years due to changing transit needs and changing federal objectives. Landmarks in this evolution include:

o 1961: The Housing and Urban Development Act of 1961 provided funding for transit demonstrations and loans for mass transportation projects.

o 1964: The Urban Mass Transportation Act of 1964 established the Urban Mass Transportation Administration (UMTA, now named the Federal Transit Administration) within the Department of Housing and Urban Development to administer a program of capital grants to transit systems.

o 1966: The Urban Mass Transportation Act of 1966 expanded funding for capital purchases and allowed funding for research, planning, and training.

o 1966: The Urban Mass Transportation Administration was moved to the newly created Department of Transportation (DOT).

o 1970: The Urban Mass Transportation Assistance Act of 1970 provided increased levels of federal funding by authorizing a $3.1 billion program of capital grants.

o 1973: The Federal-Aid Highway Act of 1973 increased the federally funded portion of transit capital projects from two-thirds to

80% and authorized expenditure of Federal-Aid Urban Systems highway funds and Interstate Highway Transfers for qualifying transit projects.

o 1974: The National Mass Transportation Assistance Act of 1974 increased authorizations for discretionary capital funding and created a formula grant program to allocate funding directly to urbanized areas that could be used for either operations or capital projects.

o 1978: The Federal Public Transportation Act of 1978, Title III of the Surface Transportation Assistance Act of 1978 expanded the formula grant program and divided it into categorical programs that included additional operating grants for fixed guideway systems, capital grants for bus purchases, and operating grants for places outside of urbanized areas.

o 1982: The Federal Public Transportation Act of 1982, Title III of the Surface Transportation Assistance Act of 1982 provided that 1¢ of a 5¢ increase in the Highway Trust Fund tax on motor fuels would be placed into a Mass Transit Account for capital projects, increased the portion of all funding allocated through the formula grant program, and altered the formula grant program allocation formula to include transit service data as well as population data.

o 1987: The Federal Mass Transportation Act of 1987, Title III of the Surface Transportation and Uniform Relocation Assistance Act of 1987, authorized the federal transit program through Fiscal Year 1991 and provided that a portion of the Mass Transit Account of the Highway Trust Fund would be allocated for capital purposes on a formula basis.

o 1991: The Federal Transit Act Amendments of 1991, Title III of the Intermodal Surface Transportation Efficiency Act of 1991, extended the authorization of transit assistance through FY 1997 at levels higher than any previous authorizations, changed the name of the transit law to the Federal Transit Act and changed the name of the Urban Mass Transportation Administration to the Federal Transit Administration, and continued a shift in funding distribution to formulas by distributing the rail modernization portion of Section 3 major capital funds by formula for the first time.

Surface Transportation, Title I of the Intermodal Surface Transportation Efficiency Act of 1991, provided that specific funds authorized through Federal-Aid Highways programs are intended for use for either transit or highway projects. Called flexible funds, these monies are to be used for the mode of transportation best suited to meeting the needs of individual areas and states.

Funds for federal transit assistance come from two sources. Money from the General Revenue of the Treasury is appropriated each year by Congress. During the appropriation process Congress will also set a limit on the amount of money from the Mass Transit Account of the Highway Trust Fund that can be used to fund transit projects during the next year.

Transit systems receive their funding through several programs identified by the section of the Federal Transit Act which defines how the program works. These sections allocate funding to urbanized areas or states by formula or through discretionary processes. The largest programs are:

Section 3 Original grant program, begun in FY 1964, provides capital assistance to eligible transit projects in three categories: (1) construction of new fixed-guideway systems or extensions of existing systems called "New Starts," (2) modernization of existing fixed-guideway systems called "Rail Modernization," and (3) major bus related construction projects or equipment acquisition called "Bus Capital."

Status: Authorized through FY 1997.

Recipients of Funds: State or local public bodies and agencies.

Eligible Expenditures: For capital projects only.

Method of Allocation: Rail Modernization funds are distributed to urbanized areas with fixed-guideway systems in operation for at least seven years on a formula basis. New Start and Bus Capital funds are distributed by discretion of the Federal Transit Administration or may have amounts "earmarked" by Congress during the legislative process. Authorizing legislation designates 40% of the funds for New Starts, 40% for Rail Modernization, and 20% for Bus Capital.

Matching Ratio: 80% federal, 20% state and local.

Section 9 This program apportions operating and capital assistance on a formula basis to urbanized areas.

Status: Authorized through FY 1997.

Recipients of Funds: Directly to urbanized areas over 200,000 population, through state governors to urbanized areas under 200,000 population.

Eligible Expenditures: For operations or capital projects by local decision up to a specific amount called the "operating limit" or "operating cap." Any apportioned funds in excess of each urbanized area's operating limit may be used only for capital

projects. The operating limit is calculated separately from each area's apportionment and is a limit on the use of apportioned funds, it is not an apportionment of additional money.

Method of Allocation: By six formulas based on urbanized area population and mode of transit service. These formulas are:

(1) Fixed guideway operations in urbanized areas over 200,000 population, basic formula, 28.87% of Section 9. The formula is 60% fixed guideway revenue vehicle miles operated and 40% fixed guideway route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75% of this formula.

(2) Fixed guideway operations in urbanized areas over 200,000 population, incentive formula, 1.32% of Section 9. The formula is the number of fixed guideway passenger miles traveled multiplied by the number of fixed guideway passenger miles traveled per dollar of operating cost. Urbanized areas over 750,000 population that have commuter railroad operations receive a minimum of 0.75% of this formula.

(3) Bus operations in urbanized areas over 1,000,000 population, basic formula, 40.31% of Section 9. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(4) Bus operations in urbanized areas from 200,000 to 1,000,000 population, basic formula, 14.61% of Section 9. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(5) Bus operations in urbanized areas over 200,000 population, incentive formula, 5.57% of Section 9. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

(6) Mass transportation operations in urbanized areas less than 200,000 population, 9.32% of Section 9. The formula is 50% urbanized area population and 50% urbanized area population density weighted by population.

Matching Ratios: Operating assistance: 50% federal, 50% state and local. Capital assistance: 80% federal, 20% state and local.

Section 16(b)2 Established by the Urban Mass Transportation Act of 1970 to assure the availability of mass transportation to elderly and disabled persons.

Status: Authorized through FY 1997.

Recipients of Funds: Private, non-profit corporations and assoc-iations providing mass transportation services for the elderly and disabled or public bodies coordinating such service or providing service where no non-profit service is available, through state governors.

Eligible Expenditures: For capital equipment, contracted service, and state administrative costs.

Method of Allocation: By formula. Funds are allocated to states based on population of elderly and disabled individuals with a fixed minimum amount for each state.

Matching Ratio: 80% federal, 20% state and local.

Section 18 Established by the Surface Transportation Assistance Act of 1978 to allocate funds for mass transportation in rural areas outside of urbanized areas.

Status: Authorized through FY 1997.

Recipients of Funds: Mass transportation providers outside of urbanized areas through state governors.

Eligible Expenditures: For operations or capital projects.

Method of Allocation: By formula. Authorized amount is 5.5% of total funds available for Sections 9 and 18. Formula is non-urbanized area population of each state.

Matching Ratio: Operating assistance: 50% federal, 50% state and local. Capital assistance: 80% federal, 20% state and local.

Section 18(h) Established by the Federal Mass Transportation Act of 1987 to carry out a rural transit assistance program in non-urbanized areas. Grants are available for research, technical assistance, training and related support services.

SECTION IX

Canadian Statistics

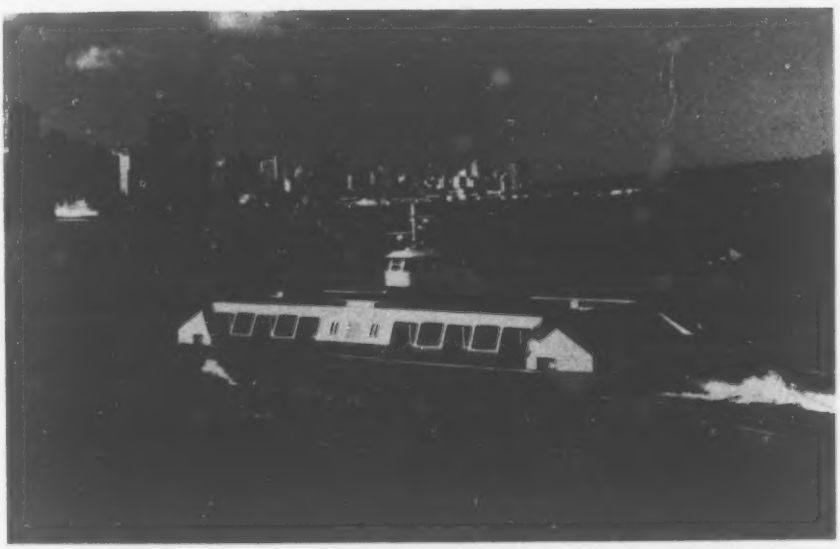


TABLE 57

Transportation Energy Use by Mode, 1990

	FUEL CONSUMPTION (TRILLION BTUs)	PERCENT OF TOTAL
Automobiles	9,066.3	39.1
Transit Buses	78.9	0.3
Other Buses	83.9	0.4
Trucks	7,543.6	32.5
Motorcycles	23.9	0.1
Total Highway	16,796.6	72.4
Off-highway	665.2	2.9
Air	2,059.3	8.9
Water	1,486.9	6.4
Pipeline	927.6	4.0
Transit Rail	42.7	0.2
Commuter Rail	21.7	0.1
Intercity Rail	17.4	0.1
Freight Rail	425.2	1.8
Military	757.7	3.3
Total	23,200.3	100.0

Source: U.S. Department of Energy, *Transportation Energy Data Book: Edition 13*, Table 2.7.

TABLE 59

Canadian Transit: Summary Statistics

CALENDAR YEAR	NUMBER OF SYSTEMS	REVENUE PASSENGER TRIPS	TOTAL VEHICLE MILES	OPERATING REVENUE(a)	OPERATING EXPENSE(a)
		(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1960	34	973.2	184.3	133.0	116.4
1965	39	941.5	198.1	154.8	140.0
1970	49	979.7	242.0	239.5	231.1
1975	61	1,158.9	329.2	326.8	495.6
1976	64	1,214.0	352.9	402.6	607.5
1977	64	1,222.7	366.1	422.7	687.0
1978	65	1,218.1	383.6	448.8	806.5
1979	66	1,205.3	391.5	492.6	882.3
1980	73	1,315.4	426.3	581.0	1,082.5
1981	76	1,381.3	447.4	688.2	1,307.8
1982	74	1,355.8	450.0	763.6	1,482.0
1983	74	1,385.7	445.6	839.4	1,573.4
1984	78	1,371.6	446.6	871.8	1,630.9
1985	70	1,434.1	446.9	932.0	1,680.4
1986	73	1,521.3	480.2	1,060.7	1,853.2
1987	72	1,500.0	446.2	1,085.5	1,969.8
1988	74	1,538.4	482.4	1,163.2	2,114.0
1989	76	1,519.3	471.1	1,241.3	2,260.6
1990	77	1,529.2	487.9	1,311.1	2,445.0

NOTE: Table includes all regular service on motor bus, trolleybus, heavy rail, light rail, commuter rail, and ferry boat.
(a) Monetary data are Canadian Dollars.
Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 60

Canadian Transit: Active Passenger Vehicles

CALENDAR YEAR	RAILWAY CARS			MOTOR BUSES	OTHER	TOTAL PASSENGER VEHICLES
	LIGHT RAIL	HEAVY RAIL (a)	TROLLEY BUSES			
1960	870	134	1,185	4,470	0	6,659
1965	738	334	1,110	5,224	0	7,406
1970	439	703	782	5,913	0	7,837
1975	388	826	664	8,160	0	10,038
1976	360	851	608	8,326	0	10,145
1977	356	1,005	588	8,828	0	10,777
1978	363	1,325	549	9,049	0	11,286
1979	375	1,377	559	9,554	0	11,865
1980	418	1,627	539	10,013	0	12,597
1981	485	1,630	540	10,231	0	12,886
1982	415	1,638	649	10,500	0	13,202
1983	392	1,619	649	10,396	2	13,058
1984	405	1,619	600	10,538	2	13,164
1985	398	1,574	552	10,114	75	12,713
1986	507	1,558	551	10,284	80	12,980
1987	516	1,449	513	10,434	77	12,989
1988	524	1,439	523	10,492	76	13,054
1989	593	1,652	488	9,961	235	12,929
1990	532	1,381	472	10,560	445	13,390

NOTE: Data for regular transit service only.

(a) Includes Commuter Rail Vehicles as of 1980.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

SECTION X

Glossary and Index

GENERAL DEFINITIONS

Transit System
An organization providing local or regional multiple-occupancy-vehicle passenger service. Organizations that provide service under contract to another agency are not counted as separate systems.

Multi-Mode Transit System
A system operating more than one mode of service.

Public Transit System
A system owned, controlled, or subsidized by any municipality, county, regional authority, state, or other governmental agency, including those operated or managed by a private management firm under contract to the government agency owner.

High-Occupancy Vehicle (HOV) Facility
Exclusive road or traffic lane limited to buses, vanpools, carpools, and emergency vehicles. Also called busways, transitways, or bus/carpool/commuter lanes.

Urbanized Area
A United States Bureau of the Census-designated area consisting of a central city of 50,000 inhabitants or more, or two adjacent cities constituting for general social and economic purposes a single community with a population of at least 50,000, plus surrounding closely settled territory, but excluding the rural portion of cities.

Urban Place
A U.S. Census Bureau-designated area consisting of incorporated political units or closely settled unincorporated areas outside an urbanized area.

MODE AND VEHICLE DEFINITIONS

Mode
Transit service operated in a particular format. There are two types: fixed-route and non-fixed-route.

Fixed-Route
Service provided on a repetitive, scheduled basis along a specific route with vehicles stopping to pick up and discharge passengers at specific locations. Modes include motorbus, trolleybus, jitney, vanpool, heavy rail, light rail, commuter rail, aerial tramway,

automated guideway, cable car, inclined plane, and ferryboat.

Non-Fixed-Route
Service not provided on a repetitive, scheduled basis along a specific route. Demand response is the only non-fixed-route mode.

Aerial Tramway
An electric system of aerial cables with suspended unpowered passenger vehicles propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Automated Guideway
An electric railway operating without vehicle operators or other crewpersons on board the vehicle.

Cable Car
An electric railway operating in mixed street traffic with unpowered, individually-controlled transit vehicles propelled by moving cables located below the street surface and powered by engines or motors at a central location not on board the vehicle.

Commuter Rail
Railroad local and regional passenger train operations between a central city, its suburbs, and/or another central city. It may be either locomotive-hauled and self-propelled, and is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in the central business district. Also known as "suburban rail."

Demand Response
Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the system's service area.

Dial-a-Ride
Another name for "Demand Response."

Downtown People Mover
A type of automated guideway transit operating on a loop or shuttle route within the central business district of a city.

Ferryboat
A boat providing fixed-route service over water.

Heavy Rail

An electric railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high platform loading. Also known as "subway," "elevated (railway)," or "metropolitan railway (metro)."

Inclined Plane

An electric railway operating over exclusive right-of-way on steep grades with unpowered vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle.

Light Rail

An electric railway with a "light volume" traffic capacity compared to "heavy rail." Light rail may use exclusive or shared rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as "streetcar," "trolley car," and "tramway".

Metropolitan Railway

Another name for "Heavy Rail."

Monorail

An electric railway in which a rail car or train of cars is suspended from or straddles a guideway formed by a single beam or rail. Most monorails are either heavy rail or automated guideway systems.

Motorbus

A rubber-tired, self-propelled, manually-steered vehicle with fuel supply carried on board the vehicle. Types include:

Advanced Design Bus: A bus introduced in 1977 that incorporates new styling and design features compared to previous buses.

Articulated Bus: A bus 55 feet or more in length with two connected passenger compartments that is able to bend at the connecting point when the bus turns a corner.

Double Deck Bus: A bus with two separate passenger compartments, one above the other.

Express Bus: A suburban or intercity bus that operates a portion of the route without stops or with a limited number of stops.

Intercity Bus: A bus with front doors only, high-backed seats, separate luggage compartments, and usually with restroom facilities for use in high-speed long-distance service.

Medium Size Bus: A bus from 29 to 34 feet in length.

New Look Bus: A bus with the predominant styling and mechanical equipment common to buses manufactured between 1959 and 1978.

Sightseeing Bus: A bus adapted for sightseeing use, usually with expanded window areas.

Small Bus: A bus 28 feet or less in length.

Standard-Size Bus: A bus from 35 to 41 feet in length.

Suburban Bus: A bus with front doors only, normally with high-backed seats, and without luggage compartments or restroom facilities for use in longer-distance service with relatively few stops.

Transit Bus: A bus with front and center doors, normally with a rear-mounted diesel engine, low-back seating, and without luggage compartments or restroom facilities for use in frequent-stop service.

Van: A 20-foot long or shorter vehicle, usually with an automotive-type engine and limited seating normally entered directly through side or rear doors rather than from a central aisle, used for demand response, vanpool, and lightly patronized motorbus service.

Paratransit Service
All transit service other than traditional fixed-route service. Normally, it means demand response, but it is often used for subscription motorbus, vanpool, and other special services.

Rapid Rail
Another name for "Heavy Rail."

Rapid Transit
Rail or motorbus transit service operating over completely grade-separated exclusive right-of-way.

Special Service
Another name for "Paratransit Service."

Streetcar
Another name for "Light Rail."

Tramway
Another name for "Light Rail."

Trolley Car
Another name for "Light Rail."

Trolleybus
An electric rubber-tired transit vehicle, manually steered, propelled by a motor drawing current from a central power source not on board the vehicle through overhead wires.

Urban Ferryboat
A ferryboat with one or more terminals within an urbanized area, excluding international and urban park ferries.

Vanpool
A transit service in which passengers share a van with one passenger designated "driver." The route is "fixed," but varies as passengers change.

Transit Passenger Vehicle
A vehicle used to carry passengers in transit service.

Active Vehicle
Transit passenger vehicles licensed, where required, and maintained for regular use, including spares and vehicles out of service for maintenance purposes, but excluding vehicles in "dead" storage, leased to other operators, in energy contingency reserve status, permanently not usable for transit service, and new vehicles not yet outfitted for active service.

Rehabilitation
Major rebuilding or repair of a transit passenger vehicle for the purpose of preserving its useful service life.

Wheelchair Accessible Vehicle
A vehicle that a wheelchair-bound person may enter either 1) via an on-board retractable lift or ramp, 2) directly from a station platform reached by an elevator or a ramp that is either level with the vehicle floor or can be raised to floor level.

EXPENSE DEFINITIONS

Vehicle Operations
Expense for labor, materials, fees, and rents required for operating transit vehicles and passenger stations including all fuels for vehicle propulsion except electric propulsion power.

Vehicle Maintenance
Expense of labor, materials, services, and equipment used to repair and to service transit vehicles and service vehicles.

Non-Vehicle Maintenance
Expense of labor, materials, services, and equipment used to repair and service way and structures, vehicle movement control systems, fare collection equipment, communication systems, buildings and grounds, and equipment other than vehicles including expense of electric propulsion power for transit vehicles.

General Administration
Expense of labor, materials, and fees associated with general office functions, insurance, safety, legal services, and customer services.

Purchased Transportation
Expense of labor, materials, and fees paid to companies or organizations providing transit service under contract.

Total Operating Expense
The sum of "Vehicle Operations," "Vehicle Maintenance," "Non-Vehicle Maintenance," "General Administration," and "Purchased Transportation."

Depreciation and Amortization
Decline in value of transit system assets incurred through use of tangible property (depreciation) and intangible property (amortization). Because property is depreciated or amortized on a formula basis over several years, the amount recorded as depreciation or amortization normally does not represent the actual money spent for property in any specific time period.

Many public transit systems receive financial assistance for the purchase of property (capital assistance). Although the property purchased with capital assistance might be depreciated or amortized and thus reported as an "expense" in this book, any financial assistance received for the purchase of property is not included in "revenue" or "operating assistance" amounts.

TABLE 61

Canadian Transit: New Passenger Vehicle Purchases

CALENDAR YEAR	RAILWAY CARS		TROLLEY BUSES	MOTOR BUSES	OTHER	TOTAL VEHICLES PURCHASED
	LIGHT RAIL	HEAVY RAIL				
1975	0	0	27	1,005	0	1,032
1976	0	21	21	746	0	788
1977	0	154	0	826	0	980
1978	20	320	16	607	0	963
1979	11	52	0	650	0	713
1980	75	14	5	771	0	865
1981	126	2	1	557	0	686
1982	8	10	120	813	0	951
1983	44	71	224	469	0	808
1984	29	0	24	340	0	393
1985	0	0	0	407	0	407
1986	0	0	0	326	0	326
1987	0	0	0	500	0	500
1988	0	0	0	354	0	354
1989	20	77	0	641	0	738
1990	0	0	0	482	38	520

NOTE: Data for regular transit service only. – Data not available.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 62

Canadian Transit: Fares

CALENDAR YEAR	AVERAGE REVENUE PER REVENUE PASSENGER TRIP(a) (cents)	ADULT CASH FARE (BASE PERIOD)(cents) (a)		
		HIGH	LOW	AVERAGE
1960	14	20	10	15
1965	16	25	15	--
1970	25	35	15	--
1975	28	50	15	29
1976	33	50	20	32
1977	35	50	25	35
1978	37	60	25	39
1979	41	60	25	43
1980	44	65	03	47
1981	50	75	35	53
1982	56	85	40	62
1983	61	100	40	69
1984	64	100	50	74
1985	65	150	50	79
1986	70	150	50	86
1987	72	150	60	90
1988	76	150	50	95
1989	82	190	50	101
1990	86	175	50	106

-- Data not available.

NOTE: Data for regular transit service only.

(a) Monetary data are Canadian dollars.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 63

Canadian Transit: Employees

CALENDAR YEAR	VEHICLE OPERATIONS	NUMBER OF EMPLOYEES			
		MAINTENANCE		ADMINISTRATION AND OTHER	TOTAL EMPLOYEES
		REVENUE VEHICLE	NON-REVENUE VEHICLE		
1970	--	--	--	--	22,023
1975	16,152	7,054		3,993	27,199
1976	17,061	6,393		4,674	28,128
1977	17,670	7,060		4,243	28,973
1978	18,048	6,540		5,353	29,941
1979	18,419	7,559		4,297	30,275
1980	19,689	5,567	2,071	5,504	32,831
1981	20,626	6,071	2,559	5,493	34,749
1982	20,693	5,576	2,303	6,680	35,252
1983	20,259	3,799	4,490	6,224	34,772
1984	19,804	5,486	2,537	6,301	34,128
1985	20,505	5,976	2,782	5,550	34,813
1986	22,046	6,824	3,174	3,952	35,996
1987	22,853	6,939	3,165	4,061	37,018
1988	23,430	7,235	3,031	4,297	37,993
1989	23,609	7,374	3,262	5,061	39,306
1990	24,124	7,313	3,563	4,535	39,535

– Data not available.

NOTE: Data for regular transit service only.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

Other Reconciling Items
All other expenses in addition to "Total Operating Expense" and "Depreciation and Amortization" including interest expenses and leases and rentals.

Total Expense
The sum of "Total Operating Expense," "Depreciation and Amortization," and "Other Reconciling Items."

Salaries and Wages
Pay and monetary allowances, including overtime, to employees for performance of their work.

Fringe Benefits
Pay or accruals to or on behalf of employees not for performance of their work, including sick pay, holiday pay, vacation pay, pension plans, life insurance, health insurance, unemployment insurance, social security, workmen's compensation, and other allowances.

Total Labor Costs
Sum of "Salaries and Wages" and "Fringe Benefit Costs."

Services
Labor or other work provided by outside organizations for a fee.

Fuel and Lubricants
Gasoline, diesel, other fuels, and vehicle lubricants.

Other Materials and Supplies
Materials and supplies other than "Fuel and Lubricants."

Utilities
Utilities including electric, gas, water, and telephone service, and propulsion power for electric vehicles.

Casualty and Liability
Protection of transit system from loss through insurance programs or for compensation of others for losses due to acts for which the transit system is liable.

Purchased Transportation
Expense of labor, materials, and fees paid to companies or organizations providing transit service under contract.

Other
Taxes, expense transfers, and miscellaneous expenses.

REVENUE DEFINITIONS

Operating Assistance
Financial assistance for transit operations (not capital expenditures). Such aid may originate with federal, local, or state governments.

Other Operating Revenue
Revenue derived from (1) organizations paying money in lieu of passenger fares, and charter, school bus, and freight service; (2) transit-related services such as station and vehicle concessions and advertising; and (3) non-transit-related services, such as rental of vehicles and properties, investment income, and non-park-and-ride parking revenue.

Passenger Revenue
Money, including fares and transfer, zone, and park-and-ride parking charges, paid by transit passengers; also known as "farebox revenue." Prior to 1984, data does not include fare revenues collected by contractors operating transit service.

Adult Base Fare
Basic fare paid by one person for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges, and reduced fares.

Average Fare per Unlinked Passenger Trip
"Passenger Revenue" divided by "Unlinked Passenger Trips."

Peak Period Surcharge
An extra fee required during peak periods (rush hours).

Transfer Charge
An extra fee charged for a transfer to use when boarding another transit vehicle to continue a trip.

Zone Charge
An extra fee charged for crossing a predetermined boundary.

RIDERSHIP AND EMPLOYMENT DEFINITIONS

Capital Employee
An employee involved with construction or capital procurement and who has no involvement with operation of the transit system.

Operating Employee
An employee involved with operation, maintenance, or administration of the transit system, excluding those involved in construction and capital procurement.

Passenger Miles
The number of miles traveled by passengers determined by multiplying the number of unlinked passenger trips times the average length of their trips.

Revenue Passenger Trips
The number of fare-paying transit passengers with each person counted once per trip; excludes transfer and non-revenue trips.

Single-Vehicle Transit Trip
A trip in which a person uses only one vehicle.

Total Motorbus Mile Equivalents
The number of vehicle miles that would have been operated by a transit mode if the service had been provided by motorbuses. Based on average seating plus standing capacity of the vehicle as compared to the capacity (70 people) of a standard-size motorbus.

Total Passenger Trips
Sum of all single-vehicle transit trips by (1) initial-board (first-ride) revenue passengers, (2) transfer passengers on second and successive rides, and (3) non-revenue passengers entitled to transportation without charge.

Unlinked Passenger Trips
The number of transit vehicle boardings, including charter and special trips. Each passenger is counted each time that person boards a vehicle.

Vehicle Miles Operated
Sum of all miles operated by passenger vehicles, including mileage when no passengers are carried. When vehicles are operated in trains, each vehicle is counted separately--e.g., an eight-vehicle train operating for one mile equals eight vehicle miles.

INDEX

CANADIAN DATA
- Employees . . . 116
- Expenses . . . 112
- Fares . . . 115
- Miles Operated . . . 112
- Passenger Trips . . . 112
- Revenue . . . 112
- Systems . . . 112
- Vehicles
  - New . . . 114
  - Total . . . 113

CURRENT YEAR DATA . . . 26

DEFINITIONS
- Expense . . . 122
- General . . . 118
- Mode and Vehicle . . . 118
- Revenue . . . 124
- Ridership and Employment . . . 125

EMPLOYEES
- Capital . . . 97
- Operating
  - By Mode . . . 98
  - By Type . . . 97

ENERGY CONSUMPTION
- All Transportation By Mode . . . 103
- Transit
  - Efficiency . . . 102
  - Electricity . . . 101
  - Fossil Fuels . . . 100
  - Pollution Reduction Resulting from Transit Use . . . 104

EXPENSES
- Operating
  - By Function . . . 46
  - By Function and Type (Object Class) . . . 45
  - By Mode . . . 48
  - By Mode and Population . . . 49
  - By Type (Object Class) . . . 47

HIGH-OCCUPANCY VEHICLE FACILITIES 34
HISTORY 36
HOURS OPERATED, VEHICLE 80
LAW, FEDERAL 106
MILES OPERATED, VEHICLE 79
MILES TRAVELED, PASSENGER 78
OVERVIEW OF TRANSIT FACTS AND ISSUES 10
PASSENGERS
By Mode 64
Historical Trend 66
Means of Transportation to Work 76
Miles Traveled 78
Motor Bus, by Population Group 65
Profiles 74
System Rank 67
POLLUTION, VEHICLE 104
REVENUES
Capital 62
Capital Needs 61
Federal Grants
Capital 59
Operating 58
1986 to 1993 57
Operating 51
By Mode and Population 53
Passenger Fares
By Mode 55
Characteristics 56
SYSTEMS, NUMBER OF
By Mode 26
By Population Group 32
By State 29
Public 33
VEHICLES
By Manufacturer 88
By Mode 82
By Year Built 90
Characteristics 85
New 83
New Motor Buses By Length 84

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